APPENDIX C
Intersection Level of Service Worksheets
Existing Conditions (Year 2006)

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.669
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Street Name:	Roscomare Rd						Mulholland Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	0 0	0	0 0	1 0	1	1 0	1 0	0
Volume Module:												
Base Vol:	126	0	94	0	0	0	0	645	453	174	466	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	127	0	95	0	0	0	0	651	458	176	471	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	0	95	0	0	0	0	651	458	176	471	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	0	95	0	0	0	0	651	458	176	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	95	0	0	0	0	651	458	176	471	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	127	0	95	0	0	0	0	651	458	176	471	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.57	0.00	0.43	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	898	0	670	0	0	0	0	1568	1568	1568	1568	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.42	0.29	0.11	0.30	0.00
Crit Vol:			222	0				651		176		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #2 Sepulveda Bl & Getty Ctr Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Getty Ctr Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	0 1	0	0 1	0 0	1!	0 0
Volume Module:												
Base Vol:	225	416	9	11	2434	119	5	0	17	1	1	2
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	227	420	9	11	2458	120	5	0	17	1	1	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	420	9	11	2458	120	5	0	17	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	420	9	11	2458	120	5	0	17	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	420	9	11	2458	120	5	0	17	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	227	420	9	11	2458	120	5	0	17	1	1	2
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	0.00	1.00	0.25	0.25	0.50
Final Sat.:	1568	3069	66	1568	3135	1568	1568	0	1568	392	392	784
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.01	0.78	0.08	0.00	0.00	0.01	0.00	0.00	0.00
Crit Vol:	227				1229				17	1		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.952 0.984
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	125	525	58	102	2345	1	90	78	11	78	89	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	126	530	59	103	2368	1	91	79	11	79	90	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	530	59	103	2368	1	91	79	11	79	90	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	126	530	59	103	2368	1	91	79	11	79	90	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	530	59	103	2368	1	91	79	11	79	90	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	126	530	59	103	2368	1	91	79	11	79	90	28
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.70	0.30	1.00	1.99	0.01	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1568	4235	468	1568	3134	1	1568	1374	194	1568	1568	1568
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.07	0.76	0.76	0.06	0.06	0.06	0.05	0.06	0.02
Crit Vol:	126				1185		91				90	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.410 (0.927)
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Sepulveda Bl						Church Ln/Ovada Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	0 1	0	1 0	1!	0 0	1 0	0 1	0
Volume Module:												
Base Vol:	25	534	91	2	1694	680	106	51	23	92	128	3
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	25	539	92	2	1711	687	107	52	23	93	129	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	539	92	2	1711	687	107	52	23	93	129	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	539	92	2	1711	687	107	52	23	93	129	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	539	92	2	1711	687	107	52	23	93	129	3
PCE Adj:	6.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	152	539	92	4	1711	687	118	52	23	93	129	3
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.69	1.31	1.00	0.01	1.42	0.57	1.22	0.54	0.24	1.00	0.98	0.02
Final Sat.:	1084	2051	1568	3	2236	896	1918	839	378	1568	1532	36
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.06	0.76	0.77	0.77	0.06	0.06	0.06	0.06	0.08	0.08
Crit Vol:		412			2				96		132	
Crit Moves:		****			****				****		****	

25 120

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Barrington Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.009
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Barrington Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0 1	1	0	0 1	0	1	0 2	0	1	1	0	1 1	0
Volume Module:												
Base Vol:	165	35	268	194	70	7	0	1802	179	251	2012	135
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	167	35	271	196	71	7	0	1820	181	254	2032	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	35	271	196	71	7	0	1820	181	254	2032	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	35	271	196	71	7	0	1820	181	254	2032	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	35	271	196	71	7	0	1820	181	254	2032	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	167	35	298	196	71	7	0	1820	181	254	2032	136
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.21	1.79	1.00	0.91	0.09	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	1513	321	2704	1513	1375	138	1513	3025	1513	1513	2835	190
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.13	0.05	0.05	0.00	0.60	0.12	0.17	0.72	0.72
Crit Vol:	167			196				910		254		
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Barrington Pl & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.036
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Barrington Pl						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0	0 0	0 0	0	0 1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	51	0	567	0	0	0	0	1952	102	269	2052	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	52	0	573	0	0	0	0	1972	103	272	2073	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	573	0	0	0	0	1972	103	272	2073	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	0	573	0	0	0	0	1972	103	272	2073	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	573	0	0	0	0	1972	103	272	2073	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	0	630	0	0	0	0	1972	103	272	2073	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	2979	156	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.20	0.00	0.00	0.00	0.00	0.66	0.66	0.17	0.66	0.00
Crit Vol:			315	0				1037		272		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #7 Church Ln & I-405 SB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

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Street Name:	Church Ln						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 2	1 0	2	0 0	0 0	1!	0 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	195	349	210	574	0	2	3	6	1442	1	39
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	197	352	212	580	0	2	3	6	1456	1	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	197	352	212	580	0	2	3	6	1456	1	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	197	352	212	580	0	2	3	6	1456	1	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	197	352	212	580	0	2	3	6	1456	1	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	197	388	212	580	0	2	3	6	1602	1	39
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.18	0.27	0.55	1.95	0.01	0.04
Final Sat.:	0	3135	3135	1568	3135	0	285	428	855	3058	2	75
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.12	0.14	0.18	0.00	0.01	0.01	0.01	0.52	0.52	0.52
Crit Vol:			194	212				11		821		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Church Ln & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.888
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Church Ln						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	1 0	1	1 0	0 2	2	0 3	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	62	2	42	567	191	1152	193	2557	61	7	1023	337
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	63	2	42	573	193	1164	195	2583	62	7	1033	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2	42	573	193	1164	195	2583	62	7	1033	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	2	42	573	193	1164	195	2583	62	7	1033	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	2	42	573	193	1164	195	2583	62	7	1033	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	69	2	42	630	193	1280	214	2583	62	7	1033	340
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.53	0.47	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2316	709	3025	3025	5909	141	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.27	0.27	0.42	0.07	0.44	0.44	0.00	0.34	0.23
Crit Vol:	34					640		661		7		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: E

Street Name:	I-405 NB Ramps						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 1	0 0	3	0 0
Volume Module:												
Base Vol:	451	0	347	0	0	0	0	2043	861	0	794	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	456	0	350	0	0	0	0	2063	870	0	802	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	456	0	350	0	0	0	0	2063	870	0	802	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	456	0	350	0	0	0	0	2063	870	0	802	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	456	0	350	0	0	0	0	2063	870	0	802	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	456	0	350	0	0	0	0	2063	870	0	802	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	4950	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.21	0.00	0.00	0.00	0.00	0.63	0.53	0.00	0.16	0.00
Crit Vol:	456				0			1032		0		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.141
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Veteran Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	55	0	378	0	0	0	0	1890	185	355	1242	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	56	0	382	0	0	0	0	1909	187	359	1254	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	0	382	0	0	0	0	1909	187	359	1254	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	0	382	0	0	0	0	1909	187	359	1254	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	382	0	0	0	0	1909	187	359	1254	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	56	0	382	0	0	0	0	1909	187	359	1254	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2855	280	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.24	0.00	0.00	0.00	0.00	0.67	0.67	0.23	0.40	0.00
Crit Vol:			382	0				1048		359		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Bellagio & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Bellagio						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	1!	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	33	4	15	456	81	257	295	1814	108	62	1306	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	33	4	15	461	82	260	298	1832	109	63	1319	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	4	15	461	82	260	298	1832	109	63	1319	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	4	15	461	82	260	298	1832	109	63	1319	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	4	15	461	82	260	298	1832	109	63	1319	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	4	15	507	82	286	298	1832	109	63	1319	28
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.63	0.08	0.29	1.74	0.26	1.00	1.00	1.89	0.11	1.00	1.96	0.04
Final Sat.:	960	116	436	2630	395	1513	1513	2855	170	1513	2962	63
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.19	0.21	0.19	0.20	0.64	0.64	0.04	0.45	0.45
Crit Vol:		53		291				971		63		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Hilgard Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	189	39	125	36	100	35	29	1012	277	436	1284	39
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	191	39	126	36	101	35	29	1022	280	440	1297	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	39	126	36	101	35	29	1022	280	440	1297	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	39	126	36	101	35	29	1022	280	440	1297	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	39	126	36	101	35	29	1022	280	440	1297	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	39	139	36	101	35	29	1022	280	440	1297	39
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.63	0.30	1.07	0.21	0.59	0.20	1.00	1.57	0.43	1.00	1.94	0.06
Final Sat.:	2454	460	1623	318	885	310	1513	2375	650	1513	2936	89
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.11	0.11	0.11	0.02	0.43	0.43	0.29	0.44	0.44
Crit Vol:	129					173		651		440		
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Beverly Glen Bl (West) & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.336
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beverly Glen Bl (West)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	112	85	514	93	97	21	21	980	194	689	1849	84
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	113	86	519	94	98	21	21	990	196	696	1867	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	86	519	94	98	21	21	990	196	696	1867	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	86	519	94	98	21	21	990	196	696	1867	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	86	519	94	98	21	21	990	196	696	1867	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	86	519	94	98	21	21	990	196	696	1867	85
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.44	0.46	0.10	1.00	1.67	0.33	1.00	1.91	0.09
Final Sat.:	1513	1513	1513	667	695	151	1513	2525	500	1513	2894	131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.34	0.14	0.14	0.14	0.01	0.39	0.39	0.46	0.65	0.65
Crit Vol:			519		213			593		696		
Crit Moves:			****		****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Beverly Glen (East) & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.993
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Beverly Glen (East)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	1! 0	1	1 0	2	0 0	0 0	1	1 0
Volume Module:												
Base Vol:	0	0	0	153	0	954	549	1082	0	0	1633	46
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	155	0	964	554	1093	0	0	1649	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	964	554	1093	0	0	1649	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	964	554	1093	0	0	1649	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	964	554	1093	0	0	1649	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	155	0	1060	554	1093	0	0	1649	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.25	0.00	1.75	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	399	0	2736	1568	3135	0	0	3049	86
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.39	0.35	0.35	0.00	0.00	0.54	0.54
Crit Vol:		0		155			554				848	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Sepulveda Bl & Montana Av

Cycle (sec):	100	Critical Vol./Cap. (X):	~~0.762~~ 1.011
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Street Name:	Sepulveda Bl						Montana Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	104	339	552	469	972	92	12	374	86	75	119	99
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	105	342	558	474	982	93	12	378	87	76	120	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	342	558	474	982	93	12	378	87	76	120	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	342	558	474	982	93	12	378	87	76	120	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	342	558	474	982	93	12	378	87	76	120	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	342	558	474	982	93	12	378	87	152	120	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	0.03	0.79	0.18	0.69	0.77	0.54
Final Sat.:	1568	3135	1568	1568	2864	271	40	1242	286	1079	1213	843
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.36	0.30	0.34	0.34	0.30	0.30	0.30	0.07	0.10	0.12
Crit Vol:	~~105~~				~~537~~			477			76	
Crit Moves:	****				****			****			****	

558 474

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Veteran & Gayley

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	36	230	61	200	365	47	105	689	31	31	133	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	36	232	62	202	369	47	106	696	31	31	134	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	232	62	202	369	47	106	696	31	31	134	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	232	62	202	369	47	106	696	31	31	134	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	232	62	202	369	47	106	696	31	31	134	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	36	232	62	202	369	47	106	696	31	31	134	38
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.11	0.70	0.19	0.33	0.59	0.08	0.13	0.83	0.04	0.15	0.66	0.19
Final Sat.:	182	1161	308	539	984	127	210	1378	62	253	1086	310
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.37	0.37	0.37	0.51	0.51	0.51	0.12	0.12	0.12
Crit Vol:	36				618			833			31	
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Gayley Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Gayley Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	28	891	210	158	307	14	41	144	11	219	84	105
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	28	900	212	160	310	14	41	145	11	221	85	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	900	212	160	310	14	41	145	11	221	85	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	900	212	160	310	14	41	145	11	221	85	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	900	212	160	310	14	41	145	11	221	85	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	28	900	212	160	310	14	41	145	11	221	85	106
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.62	0.38	1.00	1.91	0.09	1.00	0.93	0.07	1.00	1.00	1.00
Final Sat.:	1650	2671	629	1650	3156	144	1650	1533	117	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.10	0.10	0.10	0.03	0.09	0.09	0.13	0.05	0.06
Crit Vol:		556		160				157		221		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Gayley Av						Weyburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	23	850	78	33	527	119	288	215	56	46	95	57
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	23	859	79	33	532	120	291	217	57	46	96	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	859	79	33	532	120	291	217	57	46	96	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	859	79	33	532	120	291	217	57	46	96	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	859	79	33	532	120	291	217	57	46	96	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	23	859	79	33	532	120	291	217	57	46	96	58
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.83	0.17	1.00	1.63	0.37	1.00	0.80	0.20	1.00	0.62	0.38
Final Sat.:	1650	3023	277	1650	2692	608	1650	1319	331	1650	1031	619
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.02	0.20	0.20	0.18	0.16	0.17	0.03	0.09	0.09
Crit Vol:		469			33			291			154	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Hilgard Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Hilgard Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	1	0 1	1 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	44	510	5	5	261	379	316	52	28	20	156	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	44	515	5	5	264	383	319	53	28	20	158	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	515	5	5	264	383	319	53	28	20	158	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	515	5	5	264	383	319	53	28	20	158	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	515	5	5	264	383	319	53	28	20	158	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	44	515	5	5	264	383	351	53	28	20	158	31
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.99	0.01	1.00	1.00	1.00	1.74	0.26	1.00	1.00	0.83	0.17
Final Sat.:	1568	1552	15	1568	1568	1568	2727	408	1568	1568	1308	260
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.00	0.17	0.24	0.13	0.13	0.02	0.01	0.12	0.12
Crit Vol:		520			5			202				189
Crit Moves:		****			****			****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Bundy Dr & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.907
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Bundy Dr						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	178	654	105	122	779	56	71	1079	106	113	1383	65
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	180	661	106	123	787	57	72	1090	107	114	1397	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	661	106	123	787	57	72	1090	107	114	1397	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	661	106	123	787	57	72	1090	107	114	1397	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	661	106	123	787	57	72	1090	107	114	1397	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	180	661	106	123	787	57	72	1090	107	114	1397	66
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.72	0.28	1.00	1.87	0.13	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2607	418	1513	2822	203	1513	3025	1513	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.12	0.25	0.25	0.08	0.28	0.28	0.05	0.36	0.07	0.08	0.46	0.04
Crit Vol:	180				422		72				698	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.846
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Barrington Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	132	347	112	207	361	65	64	1538	80	107	1762	71
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	133	350	113	209	365	66	65	1553	81	108	1780	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	350	113	209	365	66	65	1553	81	108	1780	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	350	113	209	365	66	65	1553	81	108	1780	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	350	113	209	365	66	65	1553	81	108	1780	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	350	113	209	365	66	65	1553	81	108	1780	72
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.51	0.49	1.00	1.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2495	805	1650	2796	504	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.13	0.13	0.13	0.04	0.47	0.05	0.07	0.54	0.04
Crit Vol:		232		209			65				890	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #23 San Vicente/Federal & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.082
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	San Vicente Bl/Federal Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	0 1	2	1 0	1 0	1 0	2	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	88	204	115	1358	272	38	17	1807	73	103	1981	1048
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	206	116	1372	275	38	17	1825	74	104	2001	1058
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	206	116	1372	275	38	17	1825	74	104	2001	1058
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	89	206	116	1372	275	38	17	1825	74	104	2001	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	206	116	1372	275	38	17	1825	74	104	2001	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	89	206	116	1509	275	38	17	1825	74	104	2001	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.88	0.12	1.00	2.88	0.12	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1327	185	1513	4361	176	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.08	0.33	0.21	0.21	0.01	0.42	0.42	0.07	0.66	0.00
Crit Vol:			116	503			17				1000	
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.307
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	2 0	2	1 0	2 0	4	1 0
Volume Module:												
Base Vol:	250	315	348	228	626	262	73	3310	255	135	3309	60
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	253	318	351	230	632	265	74	3343	258	136	3342	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	318	351	230	632	265	74	3343	258	136	3342	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	318	351	230	632	265	74	3343	258	136	3342	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	318	351	230	632	265	74	3343	258	136	3342	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	253	318	351	230	632	265	81	3343	258	150	3342	61
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.41	0.59	2.00	2.79	0.21	2.00	4.91	0.09
Final Sat.:	1513	1513	1513	1513	2132	893	3025	4213	325	3025	7428	135
Capacity Analysis Module:												
Vol/Sat:	0.17	0.21	0.23	0.15	0.30	0.30	0.03	0.79	0.79	0.05	0.45	0.45
Crit Vol:	253				448			1200		75		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961 0.996
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Veteran Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	2	2 0	3 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	192	492	98	116	249	457	514	3775	233	85	2419	46
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	194	497	99	117	251	462	519	3813	235	86	2443	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	497	99	117	251	462	519	3813	235	86	2443	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	497	99	117	251	462	519	3813	235	86	2443	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	497	99	117	251	462	519	3813	235	86	2443	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	194	497	99	117	251	508	571	3813	235	94	2443	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.77	0.23	2.00	3.93	0.07
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5906	364	3135	6153	117
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.06	0.07	0.08	0.16	0.18	0.65	0.65	0.03	0.40	0.40
Crit Vol:	194					254		1012		47		
Crit Moves:	****					****		****		****		

1507 1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.854
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	156	Level Of Service:	D

Street Name:	Gayley Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 0	2	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	58	411	64	87	115	345	527	3262	219	52	2596	188
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	59	415	65	88	116	348	532	3295	221	53	2622	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	415	65	88	116	348	532	3295	221	53	2622	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	415	65	88	116	348	532	3295	221	53	2622	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	415	65	88	116	348	532	3295	221	53	2622	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	59	415	65	88	116	383	585	3295	221	53	2622	190
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.75	0.25	1.00	3.73	0.27
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5669	381	1513	5641	409
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.04	0.06	0.08	0.13	0.19	0.58	0.58	0.03	0.46	0.46
Crit Vol:		208		88			293				703	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.468
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Westwood Bl						Lindbrook Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	0	1 1	1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	1171	281	7	401	29	22	114	43	83	133	27
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	1183	284	7	405	29	22	115	43	84	134	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1183	284	7	405	29	22	115	43	84	134	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1183	284	7	405	29	22	115	43	84	134	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1183	284	7	405	29	22	115	43	84	134	27
PCE Adj:	1.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1183	284	42	405	29	22	115	43	84	134	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	1.00	0.34	2.48	0.18	0.25	1.27	0.48	0.68	1.10	0.22
Final Sat.:	0	3300	1650	566	4079	304	406	2102	793	1127	1806	367
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.17	0.01	0.10	0.10	0.05	0.05	0.05	0.07	0.07	0.07
Crit Vol:		591		7				90		84		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Westwood Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840 0.918
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Westwood Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	1 0	1	0 2	1 1	2	0 3	1 0	2	0 3	1 0
Volume Module:												
Base Vol:	103	804	146	71	257	206	520	2611	133	177	2602	199
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	104	812	147	72	260	208	525	2637	134	179	2628	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	812	147	72	260	208	525	2637	134	179	2628	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	812	147	72	260	208	525	2637	134	179	2628	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	812	147	72	260	208	525	2637	134	179	2628	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	104	812	147	72	260	229	578	2637	134	197	2628	201
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.54	0.46	1.00	2.13	1.87	2.00	3.81	0.19	2.00	3.72	0.28
Final Sat.:	1568	3980	723	1568	3332	2938	3135	5966	304	3135	5825	445
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.05	0.08	0.08	0.18	0.44	0.44	0.06	0.45	0.45
Crit Vol:		320		72	72		289				707	
Crit Moves:		****					****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #29 Glendon Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	D

0.864

Street Name:	Glendon Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	2	2 0	3 0	1	1 0	3 1	0
Volume Module:												
Base Vol:	15	140	19	138	528	206	293	2196	283	66	2117	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	15	141	19	139	533	208	296	2218	286	67	2138	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	141	19	139	533	208	296	2218	286	67	2138	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	141	19	139	533	208	296	2218	286	67	2138	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	141	19	139	533	208	296	2218	286	67	2138	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	141	19	139	533	229	326	2218	286	67	2138	200
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.88	0.12	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.66	0.34
Final Sat.:	1568	1380	187	1568	1568	3135	3135	4703	1568	1568	5734	536
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.09	0.34	0.07	0.10	0.47	0.18	0.04	0.37	0.37
Crit Vol:	15				533		163	739		67	585	
Crit Moves:	****				****		****			****		

1354

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Selby Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.860
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	Level Of Service:	D

Street Name:	Selby Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	89	81	98	117	38	48	24	1942	37	69	3046	78
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	90	82	99	118	38	48	24	1961	37	70	3076	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	82	99	118	38	48	24	1961	37	70	3076	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	82	99	118	38	48	24	1961	37	70	3076	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	82	99	118	38	48	24	1961	37	70	3076	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	90	82	99	118	38	48	24	1961	37	70	3076	79
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.45	0.55	1.00	0.44	0.56	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	709	858	1568	693	875	1568	4703	1568	1568	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.08	0.06	0.06	0.02	0.42	0.02	0.04	0.65	0.05
Crit Vol:		181		118			24				1025	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #32 Warner Av & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.232
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

0.790

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Street Name:	Warner Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	95	68	35	89	84	118	94	2316	22	16	2673	84
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	96	69	35	90	85	119	95	2339	22	16	2700	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	69	35	90	85	119	95	2339	22	16	2700	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	69	35	90	85	119	95	2339	22	16	2700	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	69	35	90	85	119	95	2339	22	16	2700	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	69	35	90	85	119	95	2339	22	16	2700	85
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.97	0.03	1.00	2.91	0.09
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4658	44	1568	4559	143
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.02	0.06	0.05	0.08	0.06	0.50	0.50	0.01	0.59	0.59
Crit Vol:	96					119		787			928	
Crit Moves:	****					****		****			****	

95 928

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Beverly Glen Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.874~~ 0.906
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 148 Level Of Service: D

Street Name:	Beverly Glen Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 3	0 1	1	0 2	1 0
Volume Module:												
Base Vol:	155	408	99	92	577	72	120	2002	249	131	2198	73
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	157	412	100	93	583	73	121	2022	251	132	2220	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	412	100	93	583	73	121	2022	251	132	2220	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	412	100	93	583	73	121	2022	251	132	2220	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	412	100	93	583	73	121	2022	251	132	2220	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	157	412	100	93	583	73	121	2022	251	132	2220	74
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.61	0.39	1.00	1.78	0.22	1.00	3.00	1.00	1.00	2.90	0.10
Final Sat.:	1568	2523	612	1568	2787	348	1568	4703	1568	1568	4551	151
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.16	0.06	0.21	0.21	0.08	0.43	0.16	0.08	0.49	0.49
Crit Vol:	157				328		121				765	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 Westwood Bl & Wellworth Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Westwood Bl						Wellworth Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	65	1204	244	24	403	11	32	75	56	75	71	89
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	66	1216	246	24	407	11	32	76	57	76	72	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1216	246	24	407	11	32	76	57	76	72	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1216	246	24	407	11	32	76	57	76	72	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1216	246	24	407	11	32	76	57	76	72	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	66	1216	246	24	407	11	32	76	57	76	72	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	0.20	0.46	0.34	0.32	0.30	0.38
Final Sat.:	1650	3300	1650	1650	3212	88	324	759	567	527	499	625
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.15	0.01	0.13	0.13	0.10	0.10	0.10	0.14	0.14	0.14
Crit Vol:		608		24			32				237	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #35 Westwood Bl & Rochester Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Westwood Bl						Rochester Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	30	1181	28	16	480	18	14	25	29	23	24	15
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	30	1193	28	16	485	18	14	25	29	23	24	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	1193	28	16	485	18	14	25	29	23	24	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1193	28	16	485	18	14	25	29	23	24	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1193	28	16	485	18	14	25	29	23	24	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	1193	28	16	485	18	14	25	29	23	24	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.20	0.37	0.43	0.37	0.39	0.24
Final Sat.:	1650	3300	1650	1650	3300	1650	340	607	704	612	639	399
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.02	0.01	0.15	0.01	0.04	0.04	0.04	0.04	0.04	0.04
Crit Vol:		596			16			14			63	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #36 Barrington Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name:	Barrington Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	90	558	97	103	509	49	44	1430	62	74	1435	65
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	564	98	104	514	49	44	1444	63	75	1449	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	564	98	104	514	49	44	1444	63	75	1449	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	564	98	104	514	49	44	1444	63	75	1449	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	564	98	104	514	49	44	1444	63	75	1449	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	564	98	104	514	49	44	1444	63	75	1449	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.91	0.09	1.00	2.88	0.12	1.00	2.87	0.13
Final Sat.:	1650	1650	1650	1650	1505	145	1650	4744	206	1650	4736	215
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.06	0.06	0.34	0.34	0.03	0.30	0.30	0.05	0.31	0.31
Crit Vol:	91				564			502		75		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #37 Sawtelle Bl & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 179 Level Of Service: E

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Street Name:	Sawtelle Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0 0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	71	319	147	33	82	25	72	809	58	65	484	90
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	72	322	148	33	83	25	73	817	59	66	489	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	322	148	33	83	25	73	817	59	66	489	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	322	148	33	83	25	73	817	59	66	489	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	322	148	33	83	25	73	817	59	66	489	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	322	148	33	83	25	73	817	59	66	489	91
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.13	0.60	0.27	1.00	0.77	0.23	1.00	0.93	0.07	1.00	0.84	0.16
Final Sat.:	218	980	452	1650	1264	386	1650	1540	110	1650	1391	259
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.02	0.07	0.07	0.04	0.53	0.53	0.04	0.35	0.35
Crit Vol:		542		33				876		66		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Sepulveda Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name:	Sepulveda Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	87	688	222	30	717	83	180	747	87	89	521	50
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	88	695	224	30	724	84	182	754	88	90	526	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	695	224	30	724	84	182	754	88	90	526	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	695	224	30	724	84	182	754	88	90	526	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	695	224	30	724	84	182	754	88	90	526	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	88	695	224	30	724	84	182	754	88	90	526	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	0.90	0.10	1.00	0.91	0.09
Final Sat.:	1650	3300	1650	1650	2958	342	1650	1478	172	1650	1506	144
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.14	0.02	0.24	0.24	0.11	0.51	0.51	0.05	0.35	0.35
Crit Vol:	88				404			842		90		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #39 Veteran Av & Ohio Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.821
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	D

Street Name:	Veteran Av						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	71	113	52	28	120	45	82	894	84	99	506	62
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	72	114	53	28	121	45	83	903	85	100	511	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	114	53	28	121	45	83	903	85	100	511	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	114	53	28	121	45	83	903	85	100	511	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	114	53	28	121	45	83	903	85	100	511	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	72	114	53	28	121	45	83	903	85	100	511	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.30	0.48	0.22	0.15	0.62	0.23	1.00	0.91	0.09	1.00	0.89	0.11
Final Sat.:	496	790	364	239	1026	385	1650	1508	142	1650	1470	180
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.12	0.12	0.12	0.05	0.60	0.60	0.06	0.35	0.35
Crit Vol:	72				195			988		100		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #40 Westwood Bl & Ohio Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.772
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Street Name:	Westwood Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	132	1081	47	38	498	59	235	443	108	61	412	35
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	133	1092	47	38	503	60	237	447	109	62	416	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1092	47	38	503	60	237	447	109	62	416	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1092	47	38	503	60	237	447	109	62	416	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1092	47	38	503	60	237	447	109	62	416	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	133	1092	47	38	503	60	237	447	109	62	416	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.80	0.20	1.00	0.92	0.08
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1327	323	1650	1521	129
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.03	0.02	0.15	0.04	0.14	0.34	0.34	0.04	0.27	0.27
Crit Vol:		546		38			237				451	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #41 Sawtelle Bl & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

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Street Name:	Sawtelle Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:																				
Base Vol:	88	289	126	57	136	21	30	1244	90	144	1438	191
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	292	127	58	137	21	30	1256	91	145	1452	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	292	127	58	137	21	30	1256	91	145	1452	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	292	127	58	137	21	30	1256	91	145	1452	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	292	127	58	137	21	30	1256	91	145	1452	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	292	127	58	137	21	30	1256	91	145	1452	193
Saturation Flow Module:																				
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.70	0.30	1.00	0.87	0.13	1.00	2.80	0.20	1.00	2.65	0.35
Final Sat.:	1568	1092	476	1568	1358	210	1568	4385	317	1568	4151	551
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.27	0.27	0.04	0.10	0.10	0.02	0.29	0.29	0.09	0.35	0.35
Crit Vol:		419			58				449		145									
Crit Moves:		****			****				****		****									

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #42 I-405 SB Ramps & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	I-405 SB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1	1 0	1 1	0	0 3	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	0	0	0	649	232	428	0	1187	650	391	1572	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	655	234	432	0	1199	657	395	1588	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	655	234	432	0	1199	657	395	1588	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	655	234	432	0	1199	657	395	1588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	655	234	432	0	1199	657	395	1588	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	721	234	476	0	1199	657	395	1588	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.66	1.34	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	0	0	0	3135	1035	2100	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.23	0.00	0.25	0.42	0.25	0.34	0.00
Crit Vol:		0		361					657	395		
Crit Moves:				****					****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #43 I-405 NB Ramps & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.854
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	D

Street Name:	I-405 NB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 1	0 0	0	0 0	1 0	3	0 0	0 0	3	1 0
Volume Module:												
Base Vol:	718	498	794	0	0	0	488	1401	0	0	1219	305
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	725	503	802	0	0	0	493	1415	0	0	1231	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	725	503	802	0	0	0	493	1415	0	0	1231	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	725	503	802	0	0	0	493	1415	0	0	1231	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	725	503	802	0	0	0	493	1415	0	0	1231	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	798	503	882	0	0	0	493	1415	0	0	1231	308
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.09	1.91	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.20	0.80
Final Sat.:	3135	1708	2995	0	0	0	1568	4703	0	0	5015	1255
Capacity Analysis Module:												
Vol/Sat:	0.25	0.29	0.29	0.00	0.00	0.00	0.31	0.30	0.00	0.00	0.25	0.25
Crit Vol:		462			0			493			385	
Crit Moves:		****						****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #44 Sepulveda Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: D

Street Name:	Sepulveda Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 2	0	1	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	201	1096	73	119	694	126	130	1517	358	101	1097	44
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	203	1107	74	120	701	127	131	1532	362	102	1108	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1107	74	120	701	127	131	1532	362	102	1108	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1107	74	120	701	127	131	1532	362	102	1108	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1107	74	120	701	127	131	1532	362	102	1108	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	1107	74	120	701	127	131	1532	362	102	1108	44
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.05	0.08	0.23	0.08	0.09	0.34	0.24	0.07	0.24	0.03
Crit Vol:		553		120				511		102		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #45 Veteran Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Veteran Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	62	357	14	5	196	32	83	1167	0	18	1133	28
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	63	361	14	5	198	32	84	1179	0	18	1144	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	361	14	5	198	32	84	1179	0	18	1144	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	361	14	5	198	32	84	1179	0	18	1144	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	361	14	5	198	32	84	1179	0	18	1144	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	361	14	5	198	32	84	1179	0	18	1144	28
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.96	0.04	1.00	0.86	0.14	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1455	57	1513	1300	212	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.00	0.15	0.15	0.06	0.26	0.00	0.01	0.25	0.02
Crit Vol:		375			5			84			381	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #46 Westwood Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Street Name:	Westwood Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	65	963	42	97	570	74	188	1459	64	141	1522	159
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	66	973	42	98	576	75	190	1474	65	142	1537	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	973	42	98	576	75	190	1474	65	142	1537	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	973	42	98	576	75	190	1474	65	142	1537	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	973	42	98	576	75	190	1474	65	142	1537	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	66	973	42	98	576	75	209	1474	65	157	1537	161
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2899	126	1513	3025	1513	3025	4537	1513	3025	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.06	0.19	0.05	0.07	0.32	0.04	0.05	0.34	0.11
Crit Vol:		508			98			104			512	
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #47 Overland Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Overland Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 0	0 0	0	0 0	3 0	1	1 0	3 0	0
Volume Module:												
Base Vol:	204	0	168	0	0	0	0	1341	66	5	1360	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	206	0	170	0	0	0	0	1354	67	5	1374	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	0	170	0	0	0	0	1354	67	5	1374	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	0	170	0	0	0	0	1354	67	5	1374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	0	170	0	0	0	0	1354	67	5	1374	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	227	0	170	0	0	0	0	1354	67	5	1374	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.14	0.00	0.86	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1793	0	1342	0	0	0	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.29	0.04	0.00	0.29	0.00
Crit Vol:	198				0			451		5		
Crit Moves:	****							****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	1	544	37	251	686	68	43	1224	28	28	988	72
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	1	549	37	254	693	69	43	1236	28	28	998	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	549	37	254	693	69	43	1236	28	28	998	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	549	37	254	693	69	43	1236	28	28	998	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	549	37	254	693	69	43	1236	28	28	998	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	1	549	37	279	693	69	48	1236	28	31	998	80
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.93	0.07	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4436	101	3025	4537	3025
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.09	0.23	0.05	0.02	0.28	0.28	0.01	0.22	0.03
Crit Vol:		275		139				422		16		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #49 Beverly Glen & Santa Monica South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name:	Beverly Glen Bl						Santa Monica South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 1	0	0 1	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	32	857	43	6	782	34	36	760	11	21	311	38
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	32	866	43	6	790	34	36	768	11	21	314	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	866	43	6	790	34	36	768	11	21	314	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	866	43	6	790	34	36	768	11	21	314	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	866	43	6	790	34	36	768	11	21	314	38
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	129	866	43	24	790	34	36	768	11	21	314	38
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.08	1.84	0.08	0.01	1.91	0.08	0.04	0.95	0.01	0.06	0.84	0.10
Final Sat.:	126	3036	138	25	3142	134	74	1554	22	94	1387	169
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.31	0.25	0.25	0.26	0.49	0.49	0.49	0.23	0.23	0.23
Crit Vol:			519	6				815		21		
Crit Moves:			****	****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #50 Bundy Dr & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.243
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bundy Dr						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	226	1968	68	317	807	95	114	975	194	141	1132	209
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	228	1988	69	320	815	96	115	985	196	142	1143	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	1988	69	320	815	96	115	985	196	142	1143	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	1988	69	320	815	96	115	985	196	142	1143	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	1988	69	320	815	96	115	985	196	142	1143	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	228	1988	69	320	815	96	115	985	196	157	1143	211
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.53	0.47
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3830	707
Capacity Analysis Module:												
Vol/Sat:	0.15	0.66	0.05	0.21	0.27	0.06	0.08	0.22	0.13	0.05	0.30	0.30
Crit Vol:		994		320			115				451	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #51 Barrington Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	4	0 1
Volume Module:												
Base Vol:	280	937	251	277	564	69	56	1266	84	105	1788	150
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	283	946	254	280	570	70	57	1279	85	106	1806	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	946	254	280	570	70	57	1279	85	106	1806	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	283	946	254	280	570	70	57	1279	85	106	1806	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	946	254	280	570	70	57	1279	85	106	1806	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	283	946	254	280	570	70	57	1279	85	106	1806	152
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	2.81	0.19	1.00	4.00	1.00
Final Sat.:	1568	2473	662	1568	3135	1568	1568	4410	293	1568	6270	1568
Capacity Analysis Module:												
Vol/Sat:	0.18	0.38	0.38	0.18	0.18	0.04	0.04	0.29	0.29	0.07	0.29	0.10
Crit Vol:		600		280				455		106		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.126~~ 0.971
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	216	472	563	138	407	50	18	1591	116	184	1805	103
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	218	477	569	139	411	51	18	1607	117	186	1823	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	477	569	139	411	51	18	1607	117	186	1823	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	477	569	139	411	51	18	1607	117	186	1823	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	477	569	139	411	51	18	1607	117	186	1823	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	218	477	569	139	411	51	18	1607	117	186	1823	104
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.78	0.22	1.00	2.80	0.20	1.00	3.78	0.22
Final Sat.:	1568	1568	1568	1568	2792	343	1568	4383	320	1568	5932	338
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.36	0.09	0.15	0.15	0.01	0.37	0.37	0.12	0.31	0.31
Crit Vol:			569	139				575		186	~~xxx~~	
Crit Moves:			****	****				****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Sepulveda Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	163	1114	230	81	476	162	72	1919	72	110	2336	166
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	165	1125	232	82	481	164	73	1938	73	111	2359	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1125	232	82	481	164	73	1938	73	111	2359	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1125	232	82	481	164	73	1938	73	111	2359	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1125	232	82	481	164	73	1938	73	111	2359	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	165	1125	232	82	481	164	73	1938	73	111	2359	168
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.49	0.51	1.00	2.89	0.11	1.00	3.73	0.27
Final Sat.:	1568	3135	1568	1568	2339	796	1568	4532	170	1568	5854	416
Capacity Analysis Module:												
Vol/Sat:	0.11	0.36	0.15	0.05	0.21	0.21	0.05	0.43	0.43	0.07	0.40	0.40
Crit Vol:		563		82				670		111		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #54 Veteran Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Veteran Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	38	180	53	102	44	25	32	1636	11	20	2172	33
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	38	182	54	103	44	25	32	1652	11	20	2194	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	182	54	103	44	25	32	1652	11	20	2194	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	182	54	103	44	25	32	1652	11	20	2194	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	182	54	103	44	25	32	1652	11	20	2194	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	182	54	103	44	25	32	1652	11	20	2194	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.77	0.23	1.00	0.64	0.36	1.00	2.98	0.02	1.00	3.94	0.06
Final Sat.:	1650	1275	375	1650	1052	598	1650	4917	33	1650	6501	99
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.06	0.04	0.04	0.02	0.34	0.34	0.01	0.34	0.34
Crit Vol:		235		103			32				557	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #55 Westwood Bl & OIympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.099
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Westwood Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	1 0	1 0	3	1 0
Volume Module:												
Base Vol:	137	1068	160	104	552	116	128	2617	172	58	2401	153
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	138	1079	162	105	558	117	129	2643	174	59	2425	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1079	162	105	558	117	129	2643	174	59	2425	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1079	162	105	558	117	129	2643	174	59	2425	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1079	162	105	558	117	129	2643	174	59	2425	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	1079	162	105	558	117	129	2643	174	59	2425	155
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	1.65	0.35	1.00	2.81	0.19	1.00	3.76	0.24
Final Sat.:	1568	2727	408	1568	2591	544	1568	4412	290	1568	5894	376
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.40	0.07	0.22	0.22	0.08	0.60	0.60	0.04	0.41	0.41
Crit Vol:		620		105				939		59		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #56 Overland Av & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.021
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	98	253	156	37	265	22	29	2719	51	216	2313	11
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	99	256	158	37	268	22	29	2746	52	218	2336	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	256	158	37	268	22	29	2746	52	218	2336	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	256	158	37	268	22	29	2746	52	218	2336	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	256	158	37	268	22	29	2746	52	218	2336	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	99	256	158	37	268	22	29	2746	52	218	2336	11
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.62	0.38	1.00	0.92	0.08	1.00	2.94	0.06	1.00	3.98	0.02
Final Sat.:	1568	970	598	1568	1447	120	1568	4616	87	1568	6240	30
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.02	0.18	0.18	0.02	0.59	0.59	0.14	0.37	0.37
Crit Vol:		413		37				933		218		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Century Park West & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.775
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Street Name:	Century Park West						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2	0 0	0 2	2	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	38	0	150	620	2921	0	0	2338	68
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	38	0	152	626	2950	0	0	2361	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	38	0	152	626	2950	0	0	2361	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	0	152	626	2950	0	0	2361	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	0	152	626	2950	0	0	2361	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	42	0	167	689	2950	0	0	2361	69
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.22	0.63	0.00	0.00	0.50	0.04
Crit Vol:	0					83	344				787	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #58 Centinela Av & I-10 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 Level Of Service: D

Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	443	497	0	0	409	95	529	0	402	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	447	502	0	0	413	96	534	0	406	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	502	0	0	413	96	534	0	406	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	502	0	0	413	96	534	0	406	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	502	0	0	413	96	534	0	406	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	447	502	0	0	413	96	534	0	406	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.32	0.00	0.00	0.26	0.06	0.34	0.00	0.26	0.00	0.00	0.00
Crit Vol:	447				413		534				0	
Crit Moves:	****				****		****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #59 Centinela Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Street Name:	Centinela Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	74	464	87	63	534	226	141	1334	338	68	720	364
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	75	469	88	64	539	228	142	1347	341	69	727	368
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	469	88	64	539	228	142	1347	341	69	727	368
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	469	88	64	539	228	142	1347	341	69	727	368
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	469	88	64	539	228	142	1347	341	69	727	368
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	75	469	88	64	539	228	142	1347	341	69	727	368
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.41	0.59	1.00	1.60	0.40	1.00	1.33	0.67
Final Sat.:	1650	1650	1650	1650	2319	981	1650	2633	667	1650	2192	1108
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.05	0.04	0.23	0.23	0.09	0.51	0.51	0.04	0.33	0.33
Crit Vol:		469		64				844		69		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #60 Bundy Dr & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name:	Bundy Dr						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	154	1639	220	65	1115	98	124	1137	42	73	864	65
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	156	1655	222	66	1126	99	125	1148	42	74	873	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	1655	222	66	1126	99	125	1148	42	74	873	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	1655	222	66	1126	99	125	1148	42	74	873	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	1655	222	66	1126	99	125	1148	42	74	873	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	156	1655	222	66	1126	99	125	1148	42	74	873	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	4364	586	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.09	0.38	0.38	0.04	0.34	0.06	0.08	0.35	0.03	0.04	0.26	0.04
Crit Vol:	156				563			574		74		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #61 Barrington Av & Pico Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

****

Street Name:	Barrington Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	158	1202	39	106	556	73	164	1168	57	14	762	37
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	160	1214	39	107	562	74	166	1180	58	14	770	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1214	39	107	562	74	166	1180	58	14	770	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1214	39	107	562	74	166	1180	58	14	770	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1214	39	107	562	74	166	1180	58	14	770	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	1214	39	107	562	74	166	1180	58	14	770	37
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.94	0.06	1.00	1.77	0.23	1.00	1.91	0.09	1.00	1.91	0.09
Final Sat.:	1650	3196	104	1650	2917	383	1650	3146	154	1650	3147	153
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.38	0.06	0.19	0.19	0.10	0.37	0.37	0.01	0.24	0.24
Crit Vol:		627		107				619		14		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #62 Sawtelle Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769 ~~xxxxxx~~ 0.797
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh):
Optimal Cycle: 80 Level Of Service: C

Street Name:	Sawtelle Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	194	806	399	56	210	54	70	1316	65	74	999	66
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	196	814	403	57	212	55	71	1329	66	75	1009	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	814	403	57	212	55	71	1329	66	75	1009	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	814	403	57	212	55	71	1329	66	75	1009	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	814	403	57	212	55	71	1329	66	75	1009	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	196	814	403	57	212	55	71	1329	66	75	1009	67
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.86	0.14	1.00	2.81	0.19
Final Sat.:	1568	2097	1038	1568	3135	1568	1568	4481	221	1568	4411	291
Capacity Analysis Module:												
Vol/Sat:	0.13	0.39	0.39	0.04	0.07	0.03	0.05	0.30	0.30	0.05	0.23	0.23
Crit Vol:		609		57				465		75		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #63 Sepulveda Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827 0.912
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Street Name:	Sepulveda Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	227	1341	205	82	653	144	110	1151	113	127	1396	114
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	229	1354	207	83	660	145	111	1163	114	128	1410	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	1354	207	83	660	145	111	1163	114	128	1410	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1354	207	83	660	145	111	1163	114	128	1410	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1354	207	83	660	145	111	1163	114	128	1410	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	229	1354	207	83	660	145	111	1163	114	128	1410	115
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.77	0.23
Final Sat.:	1568	2719	416	1568	3135	1568	1568	4703	1568	1568	4347	355
Capacity Analysis Module:												
Vol/Sat:	0.15	0.50	0.50	0.05	0.21	0.09	0.07	0.25	0.07	0.08	0.32	0.32
Crit Vol:		781		83	301			388		128		
Crit Moves:		****						****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #64 Westwood Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Street Name:	Westwood Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2	0	1	1 0 1	1	0	1 0 3	0	1	1 0 3	0	1
Volume Module:												
Base Vol:	185	1097	132	150	363	109	98	1455	56	26	935	111
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	187	1108	133	152	367	110	99	1470	57	26	944	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	1108	133	152	367	110	99	1470	57	26	944	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	1108	133	152	367	110	99	1470	57	26	944	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	1108	133	152	367	110	99	1470	57	26	944	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	1108	133	152	367	110	99	1470	57	26	944	112
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2326	699	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.09	0.10	0.16	0.16	0.07	0.32	0.04	0.02	0.21	0.07
Crit Vol:		554		152				490		26		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #65 Overland Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911 ~~0.962~~
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: E

Street Name:	Overland Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0 1	0 2	1	0 1	1 0	1	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	133	641	691	27	586	35	88	1318	134	525	1407	25
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	134	647	698	27	592	35	89	1331	135	530	1421	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	647	698	27	592	35	89	1331	135	530	1421	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	647	698	27	592	35	89	1331	135	530	1421	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	647	698	27	592	35	89	1331	135	530	1421	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	148	647	768	27	592	35	89	1331	135	583	1421	25
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.89	0.11	1.00	2.72	0.28	2.00	2.95	0.05
Final Sat.:	3135	1568	3135	1568	2958	177	1568	4269	434	3135	4620	82
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.24	0.02	0.20	0.20	0.06	0.31	0.31	0.19	0.31	0.31
Crit Vol:		647			~~314~~ 277			489		292		
Crit Moves:		****						****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.761 ~~xxxxxx~~ 0.77
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Bundy Dr						Ocean Park Bl/Gateway Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	390	1482	159	15	699	385	62	447	318	43	545	27
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	394	1497	161	15	706	389	63	451	321	43	550	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	394	1497	161	15	706	389	63	451	321	43	550	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	394	1497	161	15	706	389	63	451	321	43	550	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	1497	161	15	706	389	63	451	321	43	550	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	394	1497	161	15	706	389	63	451	321	43	550	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.81	0.19	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1568	2831	304	1568	3135	1568	1568	3135	1568	1568	2987	148
Capacity Analysis Module:												
Vol/Sat:	0.25	0.53	0.53	0.01	0.23	0.25	0.04	0.14	0.20	0.03	0.18	0.18
Crit Vol:		829			~~353~~ 15				321	43		
Crit Moves:		****							****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #67 Sawtelle Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750 0.935
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: C

Street Name:	Sawtelle Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	73	739	75	291	464	56	123	743	38	80	928	340
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	74	746	76	294	469	57	124	750	38	81	937	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	746	76	294	469	57	124	750	38	81	937	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	746	76	294	469	57	124	750	38	81	937	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	746	76	294	469	57	124	750	38	81	937	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	74	746	76	294	469	57	124	750	38	81	937	343
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.82	0.18	1.00	1.78	0.22	1.00	1.90	0.10	1.00	1.46	0.54
Final Sat.:	1568	2846	289	1568	2797	338	1568	2982	153	1568	2294	841
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.19	0.17	0.17	0.08	0.25	0.25	0.05	0.41	0.41
Crit Vol:		411			294		124				640	
Crit Moves:		****					****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #68 I-405 SB On Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

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Street Name:	I-405 SB On-ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	978	369	242	1084	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	988	373	244	1095	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	988	373	244	1095	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	988	373	244	1095	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	988	373	244	1095	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	988	373	244	1095	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.45	0.55	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2396	904	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.41	0.41	0.15	0.33	0.00
Crit Vol:	0				0			680		244		
Crit Moves:								****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #69 I-405 NB Off Ramp & National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	I-405 NB Off Ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1	0 0	0	0	0 0	2	0	0 0	2	0
Volume Module:												
Base Vol:	250	0	448	0	0	0	0	973	0	0	977	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	253	0	452	0	0	0	0	983	0	0	987	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	0	452	0	0	0	0	983	0	0	987	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	0	452	0	0	0	0	983	0	0	987	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	0	452	0	0	0	0	983	0	0	987	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	253	0	452	0	0	0	0	983	0	0	987	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.30	0.00
Crit Vol:			452	0			0				493	
Crit Moves:			****				****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #70 Sepulveda Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966 1.098
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	201	1684	234	83	448	134	219	1226	88	62	681	123
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	203	1701	236	84	452	135	221	1238	89	63	688	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	1701	236	84	452	135	221	1238	89	63	688	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	1701	236	84	452	135	221	1238	89	63	688	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	1701	236	84	452	135	221	1238	89	63	688	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	203	1701	236	84	452	135	221	1238	89	63	688	124
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.87	0.13	1.00	1.69	0.31
Final Sat.:	1568	3135	1568	1568	2413	722	1568	2925	210	1568	2655	480
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.15	0.05	0.19	0.19	0.14	0.42	0.42	0.04	0.26	0.26
Crit Vol:		850			294			664			463	
Crit Moves:		****						****				

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #71 Westwood Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Street Name:	Westwood Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	191	574	24	149	269	150	317	878	170	9	323	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	193	580	24	150	272	152	320	887	172	9	326	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	193	580	24	150	272	152	320	887	172	9	326	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	580	24	150	272	152	320	887	172	9	326	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	580	24	150	272	152	320	887	172	9	326	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	193	580	24	150	272	152	320	887	172	9	326	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.92	0.08	1.00	1.00	1.00	1.00	1.68	0.32	1.00	1.58	0.42
Final Sat.:	1650	3168	132	1650	1650	1650	1650	2765	535	1650	2612	688
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.09	0.16	0.09	0.19	0.32	0.32	0.01	0.12	0.12
Crit Vol:	193				272			529		9		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #72 Overland Av & I-10 WB Ramps/National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.046 1.084
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Overland Av						I-10 WB Ramps/National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 1	2 0	1	1 0	1 1	0	0 1	0 1	1	0 1
Volume Module:												
Base Vol:	32	1053	987	405	865	152	371	187	435	94	222	253
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	32	1064	997	409	874	154	375	189	439	95	224	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	1064	997	409	874	154	375	189	439	95	224	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	1064	997	409	874	154	375	189	439	95	224	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1064	997	409	874	154	375	189	439	95	224	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	32	1064	1097	450	874	154	412	189	439	95	224	256
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.48	1.52	2.00	1.70	0.30	1.37	0.63	1.00	0.59	1.41	1.00
Final Sat.:	1568	2315	2387	3135	2666	469	2150	985	1568	933	2202	1568
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.46	0.14	0.33	0.33	0.19	0.19	0.28	0.10	0.10	0.16
Crit Vol:		720		225					439			256
Crit Moves:		****		****					****			****

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #1 Roscomare Rd & Mulholland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769 0.551
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name:	Roscomare Rd						Mulholland Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1	0	1	0	0
Volume Module:												
Base Vol:	272	0	153	0	0	0	0	337	90	43	431	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	275	0	155	0	0	0	0	340	91	43	435	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	0	155	0	0	0	0	340	91	43	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	0	155	0	0	0	0	340	91	43	435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	0	155	0	0	0	0	340	91	43	435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	275	0	155	0	0	0	0	340	91	43	435	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.64	0.00	0.36	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1003	0	564	0	0	0	0	1568	1568	1568	1568	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.27	0.00	0.00	0.00	0.00	0.22	0.06	0.03	0.28	0.00
Crit Vol:			429	0				340			435	
Crit Moves:			****					****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #2 Sepulveda Bl & Getty Ctr Dr

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Sepulveda Bl						Getty Ctr Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	0 1	0 0	1	0 0	1! 0	0
Volume Module:												
Base Vol:	29	2458	2	0	439	23	167	4	258	9	1	10
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	29	2483	2	0	443	23	169	4	261	9	1	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	2483	2	0	443	23	169	4	261	9	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	2483	2	0	443	23	169	4	261	9	1	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	2483	2	0	443	23	169	4	261	9	1	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	29	2483	2	0	443	23	169	4	261	9	1	10
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.99	0.01	1.00	2.00	1.00	0.98	0.02	1.00	0.45	0.05	0.50
Final Sat.:	1568	3132	3	1568	3135	1568	1531	37	1568	705	78	784
Capacity Analysis Module:												
Vol/Sat:	0.02	0.79	0.79	0.00	0.14	0.01	0.11	0.11	0.17	0.01	0.01	0.01
Crit Vol:		1242		0					261	9		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #3 Sepulveda Bl & Moraga Dr/I-405 NB Ramps

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.670 0.725
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: B

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Street Name:	Sepulveda Bl						Moraga Dr/I-405 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 1	0	1 0	1 1	0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	444	2336	65	48	658	4	30	22	5	41	209	113
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	448	2359	66	48	665	4	30	22	5	41	211	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	448	2359	66	48	665	4	30	22	5	41	211	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	2359	66	48	665	4	30	22	5	41	211	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	2359	66	48	665	4	30	22	5	41	211	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	448	2359	66	48	665	4	30	22	5	41	211	114
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.92	0.08	1.00	1.99	0.01	1.00	0.81	0.19	1.00	1.00	1.00
Final Sat.:	1568	4575	127	1568	3116	19	1568	1277	290	1568	1568	1568
Capacity Analysis Module:												
Vol/Sat:	0.29	0.52	0.52	0.03	0.21	0.21	0.02	0.02	0.02	0.03	0.13	0.07
Crit Vol:		808		48	334		30				211	
Crit Moves:		****					****				****	

1375

****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Sepulveda Bl & Church Ln/Ovada Pl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Church Ln/Ovada Pl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1 0	1	0 1	0 1	0	1 0	1! 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	15	2022	230	7	1059	509	492	89	20	90	112	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	15	2042	232	7	1070	514	497	90	20	91	113	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	2042	232	7	1070	514	497	90	20	91	113	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2042	232	7	1070	514	497	90	20	91	113	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2042	232	7	1070	514	497	90	20	91	113	9
PCE Adj:	6.00	1.00	1.00	6.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	2042	232	42	1070	514	547	90	20	91	113	9
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.09	1.91	1.00	0.01	1.36	0.63	1.67	0.27	0.06	1.00	0.93	0.07
Final Sat.:	144	2991	1568	14	2130	991	2609	429	96	1568	1451	117
Capacity Analysis Module:												
Vol/Sat:	0.11	0.68	0.15	0.50	0.50	0.52	0.21	0.21	0.21	0.06	0.08	0.08
Crit Vol:		1070			7			328			122	
Crit Moves:		****			****			****			****	

8K from CalenDB

1070

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Barrington Av & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.810
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	D

Street Name:	Barrington Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	1	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	102	36	315	193	78	9	0	979	99	291	1581	75
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	103	36	318	195	79	9	0	989	100	294	1597	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	36	318	195	79	9	0	989	100	294	1597	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	36	318	195	79	9	0	989	100	294	1597	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	36	318	195	79	9	0	989	100	294	1597	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	103	36	350	195	79	9	0	989	100	294	1597	76
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.19	1.81	1.00	0.90	0.10	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	1513	285	2740	1513	1356	156	1513	3025	1513	1513	2888	137
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.13	0.06	0.06	0.00	0.33	0.07	0.19	0.55	0.55
Crit Vol:		193		195			0				836	
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Barrington Pl & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Street Name:	Barrington Pl						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 2	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	33	0	539	0	0	0	0	1372	31	385	2147	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	33	0	544	0	0	0	0	1386	31	389	2168	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	0	544	0	0	0	0	1386	31	389	2168	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	544	0	0	0	0	1386	31	389	2168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	544	0	0	0	0	1386	31	389	2168	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	33	0	599	0	0	0	0	1386	31	389	2168	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1568	0	3135	0	0	0	0	3066	69	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.19	0.00	0.00	0.00	0.00	0.45	0.45	0.25	0.69	0.00
Crit Vol:			299	0				709		389		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #7 Church Ln & I-405 SB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Church Ln						I-405 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 2	1 0	2	0 0	0 0	0	1 0	1 0	1!	0 0
Volume Module:												
Base Vol:	0	553	291	76	277	0	0	3	13	1402	4	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	559	294	77	280	0	0	3	13	1416	1	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	559	294	77	280	0	0	3	13	1416	1	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	559	294	77	280	0	0	3	13	1416	1	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	559	294	77	280	0	0	3	13	1416	1	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	0	559	323	77	280	0	0	3	13	1558	1	64
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.00	0.19	0.81	1.92	0.01	0.07
Final Sat.:	0	3135	3135	1568	3135	0	0	294	1274	3010	2	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.10	0.05	0.09	0.00	0.00	0.01	0.01	0.52	0.52	0.52
Crit Vol:		279		77				16		811		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #8 Church Ln & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.851
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	D

Street Name:	Church Ln						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1 0	1	1 0	0 2	2 0	3	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	124	24	67	407	100	960	351	1881	42	33	970	465
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	125	24	68	411	101	970	355	1900	42	33	980	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	24	68	411	101	970	355	1900	42	33	980	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	24	68	411	101	970	355	1900	42	33	980	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	24	68	411	101	970	355	1900	42	33	980	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	138	24	68	452	101	1067	390	1900	42	33	980	470
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	1.00	1.63	0.37	2.00	2.00	3.91	0.09	1.00	2.00	1.00
Final Sat.:	3025	1513	1513	2473	552	3025	3025	5918	132	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.04	0.18	0.18	0.35	0.13	0.32	0.32	0.02	0.32	0.31
Crit Vol:	69					533	195				490	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #9 I-405 NB Ramps & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596 0.600
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	I-405 NB Ramps						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0	0 0	0 0	0	0 2	0 1	0	0 3	0 0
Volume Module:												
Base Vol:	148	0	155	0	0	0	0	1071	825	0	928	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	149	0	157	0	0	0	0	1082	833	0	937	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	0	157	0	0	0	0	1082	833	0	937	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	0	157	0	0	0	0	1082	833	0	937	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	0	157	0	0	0	0	1082	833	0	937	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	0	157	0	0	0	0	1082	833	0	937	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	1650	0	4950	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.33	0.51	0.00	0.19	0.00
Crit Vol:	149				0				833	0		
Crit Moves:	****								****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #10 Veteran Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.069
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	1	1 0	1 0	2	0 0
Volume Module:												
Base Vol:	341	0	556	0	0	0	0	1360	153	346	1713	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	344	0	562	0	0	0	0	1374	155	349	1730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	0	562	0	0	0	0	1374	155	349	1730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	0	562	0	0	0	0	1374	155	349	1730	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	0	562	0	0	0	0	1374	155	349	1730	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	344	0	562	0	0	0	0	1374	155	349	1730	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	1568	0	1568	0	0	0	0	2818	317	1568	3135	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.36	0.00	0.00	0.00	0.00	0.49	0.49	0.22	0.55	0.00
Crit Vol:			562	0				764		349		
Crit Moves:			****					****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Bellagio & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.981~~ 1.143
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

Street Name:	Bellagio						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 1	0	1! 0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	159	101	38	189	14	64	358	1233	95	159	1805	17
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	102	38	191	14	65	362	1245	96	161	1823	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	102	38	191	14	65	362	1245	96	161	1823	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	102	38	191	14	65	362	1245	96	161	1823	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	102	38	191	14	65	362	1245	96	161	1823	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	102	38	210	14	71	362	1245	96	161	1823	17
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.53	0.34	0.13	1.99	0.01	1.00	1.00	1.86	0.14	1.00	1.98	0.02
Final Sat.:	807	513	193	3010	15	1513	1513	2809	216	1513	2997	28
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.07	0.93	0.05	0.24	0.44	0.44	0.11	0.61	0.61
Crit Vol:		301			~~1414~~		362				920	
Crit Moves:		****			****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Hilgard Av & Sunset Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Hilgard Av						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	1	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	317	70	553	59	140	31	17	1260	210	165	1304	32
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	320	71	559	60	141	31	17	1273	212	167	1317	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	71	559	60	141	31	17	1273	212	167	1317	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	71	559	60	141	31	17	1273	212	167	1317	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	71	559	60	141	31	17	1273	212	167	1317	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	352	71	614	60	141	31	17	1273	212	167	1317	32
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.02	0.20	1.78	0.26	0.61	0.13	1.00	1.71	0.29	1.00	1.95	0.05
Final Sat.:	1541	309	2688	388	921	204	1513	2593	432	1513	2953	72
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.15	0.15	0.15	0.01	0.49	0.49	0.11	0.45	0.45
Crit Vol:			346		232			742		167		
Crit Moves:			****		****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #13 Beverly Glen Bl (West) & Sunset Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.446
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Beverly Glen Bl (West)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	218	169	678	89	72	32	24	1787	107	348	1284	88
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	220	171	685	90	73	32	24	1805	108	351	1297	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	171	685	90	73	32	24	1805	108	351	1297	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	171	685	90	73	32	24	1805	108	351	1297	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	171	685	90	73	32	24	1805	108	351	1297	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	220	171	685	90	73	32	24	1805	108	351	1297	89
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	0.46	0.37	0.17	1.00	1.89	0.11	1.00	1.87	0.13
Final Sat.:	1513	1513	1513	697	564	251	1513	2854	171	1513	2831	194
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.45	0.13	0.13	0.13	0.02	0.63	0.63	0.23	0.46	0.46
Crit Vol:			685		195			956		351		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Beverly Glen (East) & Sunset Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.141
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Beverly Glen (East)						Sunset Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	0	0 1!	0 1	1 0	2	0 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	94	0	626	1103	1418	0	0	1037	110
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	95	0	632	1114	1432	0	0	1047	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	632	1114	1432	0	0	1047	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	632	1114	1432	0	0	1047	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	632	1114	1432	0	0	1047	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	95	0	695	1114	1432	0	0	1047	111
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.24	0.00	1.76	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	377	0	2758	1568	3135	0	0	2834	301
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.71	0.46	0.00	0.00	0.37	0.37
Crit Vol:		0		95			1114				579	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Sepulveda Bl & Montana Av

Cycle (sec): 100 Critical Vol./Cap. (X): ~~0.930~~ 0.961
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxx~~
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Montana Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 1	0 1	0
Volume Module:												
Base Vol:	159	1708	111	49	344	34	13	85	41	102	403	576
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	161	1725	112	49	347	34	13	86	41	103	407	582
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1725	112	49	347	34	13	86	41	103	407	582
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1725	112	49	347	34	13	86	41	103	407	582
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1725	112	49	347	34	13	86	41	103	407	582
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	161	1725	112	49	347	34	13	86	41	103	407	582
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.82	0.18	0.09	0.62	0.29	0.19	0.81	1.00
Final Sat.:	1568	3135	1568	1568	2853	282	147	959	462	296	1272	1568
Capacity Analysis Module:												
Vol/Sat:	0.10	0.55	0.07	0.03	0.12	0.12	0.09	0.09	0.09	0.35	0.32	0.37
Crit Vol:		863			~~191~~ 49		13					582
Crit Moves:		****					****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #17 Veteran & Gayley

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	80	139	47	19	604	287	89	355	35	89	521	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	81	140	47	19	610	290	90	359	35	90	526	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	140	47	19	610	290	90	359	35	90	526	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	140	47	19	610	290	90	359	35	90	526	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	140	47	19	610	290	90	359	35	90	526	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	140	47	19	610	290	90	359	35	90	526	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.30	0.52	0.18	0.02	0.66	0.32	0.19	0.74	0.07	0.14	0.81	0.05
Final Sat.:	496	862	292	34	1095	520	307	1223	121	229	1341	80
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.56	0.56	0.56	0.29	0.29	0.29	0.39	0.39	0.39
Crit Vol:	81				919		90				647	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Gayley Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Gayley Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	0	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	43	604	248	176	1164	30	40	124	16	274	212	123
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	610	250	178	1176	30	40	125	16	277	214	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	610	250	178	1176	30	40	125	16	277	214	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	610	250	178	1176	30	40	125	16	277	214	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	610	250	178	1176	30	40	125	16	277	214	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	610	250	178	1176	30	40	125	16	277	214	124
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.42	0.58	1.00	1.95	0.05	1.00	0.89	0.11	1.00	1.00	1.00
Final Sat.:	1650	2339	961	1650	3217	83	1650	1461	189	1650	1650	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.11	0.37	0.37	0.02	0.09	0.09	0.17	0.13	0.08
Crit Vol:	43				603			141		277		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Gayley Av & Weyburn Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Gayley Av						Weyburn Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 1	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	41	723	168	151	1207	346	184	274	65	369	371	199
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	41	730	170	153	1219	349	186	277	66	373	375	201
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	730	170	153	1219	349	186	277	66	373	375	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	730	170	153	1219	349	186	277	66	373	375	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	730	170	153	1219	349	186	277	66	373	375	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	730	170	153	1219	349	372	277	66	373	375	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.62	0.38	1.00	1.55	0.45	1.00	0.82	0.18	1.00	0.65	0.35
Final Sat.:	1650	2678	622	1650	2565	735	1650	1347	303	1650	1074	576
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.09	0.48	0.48	0.11	0.21	0.22	0.23	0.35	0.35
Crit Vol:	41				784		186				576	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Hilgard Av & Le Conte Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name:	Hilgard Av						Le Conte Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	1 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	75	521	58	29	595	393	354	176	109	22	72	35
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	76	526	59	29	601	397	358	178	110	22	73	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	526	59	29	601	397	358	178	110	22	73	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	526	59	29	601	397	358	178	110	22	73	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	526	59	29	601	397	358	178	110	22	73	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	76	526	59	29	601	397	393	178	110	22	73	35
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.90	0.10	1.00	1.00	1.00	1.38	0.62	1.00	1.00	0.67	0.33
Final Sat.:	1568	1410	157	1568	1568	1568	2159	976	1568	1568	1055	513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.02	0.38	0.25	0.18	0.18	0.07	0.01	0.07	0.07
Crit Vol:	76				601		286					108
Crit Moves:	****				****		****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 Bundy Dr & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Bundy Dr											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	186	815	117	142	748	92	103	1342	144	105	1369	102
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	188	823	118	143	755	93	104	1355	145	106	1383	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	823	118	143	755	93	104	1355	145	106	1383	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	823	118	143	755	93	104	1355	145	106	1383	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	823	118	143	755	93	104	1355	145	106	1383	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	188	823	118	143	755	93	104	1355	145	106	1383	103
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.75	0.25	1.00	1.78	0.22	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1513	2645	380	1513	2694	331	1513	3025	1513	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.09	0.28	0.28	0.07	0.45	0.10	0.07	0.46	0.07
Crit Vol:	188				424		104				691	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Barrington Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

Street Name:	Barrington Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	95	442	93	204	464	114	108	1682	79	117	1684	143
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	96	446	94	206	469	115	109	1699	80	118	1701	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	446	94	206	469	115	109	1699	80	118	1701	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	446	94	206	469	115	109	1699	80	118	1701	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	446	94	206	469	115	109	1699	80	118	1701	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	446	94	206	469	115	109	1699	80	118	1701	144
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.65	0.35	1.00	1.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	2726	574	1650	2649	651	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.12	0.18	0.18	0.07	0.51	0.05	0.07	0.52	0.09
Crit Vol:		270		206			109			850		
Crit Moves:		****		****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #23 San Vicente/Federal & Wilshire Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	San Vicente Bl/Federal Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	2 1	0 1	0	1 0	2 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	84	321	189	1313	329	47	39	1718	54	138	1889	1049
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	85	324	191	1326	332	47	39	1735	55	139	1908	1059
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	324	191	1326	332	47	39	1735	55	139	1908	1059
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	324	191	1326	332	47	39	1735	55	139	1908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	324	191	1326	332	47	39	1735	55	139	1908	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Vol.:	85	324	191	1459	332	47	39	1735	55	139	1908	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	3.00	0.88	0.12	1.00	2.91	0.09	1.00	2.00	1.00
Final Sat.:	1513	3025	1513	4537	1323	189	1513	4399	138	1513	3025	1513
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.13	0.32	0.25	0.25	0.03	0.39	0.39	0.09	0.63	0.00
Crit Vol:			191	486			39				954	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #24 Sepulveda Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.310
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sepulveda Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1 0	1	0 1	1 0	2	0 2	1 0	2	0 4	1 0
Volume Module:												
Base Vol:	182	724	227	103	327	100	124	3246	246	400	3834	316
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	184	731	229	104	330	101	125	3278	248	404	3872	319
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	184	731	229	104	330	101	125	3278	248	404	3872	319
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	731	229	104	330	101	125	3278	248	404	3872	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	731	229	104	330	101	125	3278	248	404	3872	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	184	731	229	104	330	101	138	3278	248	444	3872	319
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.52	0.48	1.00	1.53	0.47	2.00	2.79	0.21	2.00	4.62	0.38
Final Sat.:	1513	2303	722	1513	2317	708	3025	4218	320	3025	6987	576
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.07	0.14	0.14	0.05	0.78	0.78	0.15	0.55	0.55
Crit Vol:		480		104				1176		222		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #25 Veteran Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): ~~1.138~~ 1.178
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 180 Level Of Service: F

Street Name:	Veteran Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	2	2 0	3 1	0	2 0	3 1	0
Volume Module:												
Base Vol:	218	805	195	73	420	962	330	2278	110	97	3274	74
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	220	813	197	74	424	972	333	2301	111	98	3307	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	813	197	74	424	972	333	2301	111	98	3307	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	813	197	74	424	972	333	2301	111	98	3307	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	813	197	74	424	972	333	2301	111	98	3307	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	220	813	197	74	424	1069	367	2301	111	108	3307	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	~~1425~~ 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	2.00	2.00	3.82	0.18	2.00	3.91	0.09
Final Sat.:	1568	3135	1568	1568	3135	3135	3135	5981	289	3135	6131	139
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.13	0.05	0.14	0.34	0.12	0.38	0.38	0.03	0.54	0.54
Crit Vol:	220					534	183				845	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #26 Gayley Av & Wilshire Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.938
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Gayley Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 0	2	2 0	3 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	104	324	107	129	364	827	425	1956	119	45	2273	175
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	105	327	108	130	368	835	429	1976	120	45	2296	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	327	108	130	368	835	429	1976	120	45	2296	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	327	108	130	368	835	429	1976	120	45	2296	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	327	108	130	368	835	429	1976	120	45	2296	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	105	327	108	130	368	919	472	1976	120	45	2296	177
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.00	2.00	2.00	3.77	0.23	1.00	3.71	0.29
Final Sat.:	1513	3025	1513	1513	1513	3025	3025	5703	347	1513	5618	432
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.07	0.09	0.24	0.30	0.16	0.35	0.35	0.03	0.41	0.41
Crit Vol:	105					459	236				618	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #27 Westwood Bl & Lindbrook Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Westwood Bl						Lindbrook Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	1	0 1	0 1	1	1 0	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	3	875	242	30	884	94	16	150	137	146	254	75
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	3	884	244	30	893	95	16	152	138	147	257	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	884	244	30	893	95	16	152	138	147	257	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	884	244	30	893	95	16	152	138	147	257	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	884	244	30	893	95	16	152	138	147	257	76
PCE Adj:	4.00	1.00	1.00	4.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	12	884	244	121	893	95	32	152	138	147	257	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.03	1.97	1.00	0.43	2.31	0.26	0.11	1.03	0.86	0.61	1.07	0.32
Final Sat.:	46	3254	1650	717	3809	424	184	1699	1417	1014	1765	521
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.15	0.04	0.23	0.22	0.09	0.09	0.10	0.15	0.15	0.15
Crit Vol:	3				387				161	147		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #28 Westwood Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720 ~~xxxxxx~~ 0.746
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): ~~xxxxxx~~
Optimal Cycle: 66 Level Of Service: C

Street Name:	Westwood Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	1 1	2 0	3	1 0	2 0	3	1 0
Volume Module:												
Base Vol:	192	668	217	111	704	335	226	1805	167	178	2023	106
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	194	675	219	112	711	338	228	1823	169	180	2043	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	675	219	112	711	338	228	1823	169	180	2043	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	675	219	112	711	338	228	1823	169	180	2043	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	675	219	112	711	338	228	1823	169	180	2043	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	194	675	219	112	711	372	251	1823	169	198	2043	107
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.26	0.74	1.00	2.63	1.37	2.00	3.66	0.34	2.00	3.80	0.20
Final Sat.:	1568	3549	1153	1568	4116	2154	3135	5739	531	3135	5958	312
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.17	0.17	0.08	0.32	0.32	0.06	0.34	0.34
Crit Vol:	194				271		126				538	
Crit Moves:	****				****		****				****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

****

Intersection #29 Glendon Av & Wilshire Bl

****

Cycle (sec): 100 Critical Vol./Cap. (X): 1.074
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

****

0.910

Street Name:	Glendon Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	1	0 2	2 0	3	0 1	1 0	3	1 0
Volume Module:												
Base Vol:	187	116	105	204	183	366	214	2217	64	249	1820	190
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	189	117	106	206	185	370	216	2239	65	251	1838	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	117	106	206	185	370	216	2239	65	251	1838	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	117	106	206	185	370	216	2239	65	251	1838	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	117	106	206	185	370	216	2239	65	251	1838	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	189	117	106	206	185	407	238	2239	65	251	1838	192
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.52	0.48	1.00	1.00	2.00	2.00	3.00	1.00	1.00	3.62	0.38
Final Sat.:	1568	823	745	1568	1568	3135	3135	4703	1568	1568	5677	593
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.14	0.13	0.12	0.13	0.08	0.48	0.04	0.16	0.32	0.32
Crit Vol:		223		206				746		251	1508	
Crit Moves:		****		****				****			****	

****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #30 Selby Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.249
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

0.78

Street Name:	Selby Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	51	58	104	143	49	16	30	2561	66	58	2337	70
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	52	59	105	144	49	16	30	2587	67	59	2360	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	59	105	144	49	16	30	2587	67	59	2360	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	59	105	144	49	16	30	2587	67	59	2360	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	59	105	144	49	16	30	2587	67	59	2360	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	52	59	105	144	49	16	30	2587	67	59	2360	71
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.36	0.64	1.00	0.75	0.25	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1568	561	1006	1568	1182	386	1568	4703	1568	1568	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.09	0.04	0.04	0.02	0.55	0.04	0.04	0.50	0.05
Crit Vol:		164		144				862			59	
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #32 Warner Av & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name:	Warner Av						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	35	51	22	73	69	46	82	2558	40	35	2258	47
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	35	52	22	74	70	46	83	2584	40	35	2281	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	52	22	74	70	46	83	2584	40	35	2281	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	52	22	74	70	46	83	2584	40	35	2281	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	52	22	74	70	46	83	2584	40	35	2281	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	35	52	22	74	70	46	83	2584	40	35	2281	47
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.95	0.05	1.00	2.94	0.06
Final Sat.:	1568	1568	1568	1568	1568	1568	1568	4630	72	1568	4607	96
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.05	0.04	0.03	0.05	0.56	0.56	0.02	0.50	0.50
Crit Vol:		52		74				875		35		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #33 Beverly Glen Bl & Wilshire Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Street Name:	Beverly Glen Bl						Wilshire Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	139	706	174	76	664	45	156	1927	251	153	2020	82
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	140	713	176	77	671	45	158	1946	254	155	2040	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	713	176	77	671	45	158	1946	254	155	2040	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	713	176	77	671	45	158	1946	254	155	2040	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	713	176	77	671	45	158	1946	254	155	2040	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	140	713	176	77	671	45	158	1946	254	155	2040	83
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.60	0.40	1.00	1.87	0.13	1.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	1568	2515	620	1568	2936	199	1568	4703	1568	1568	4519	183
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.05	0.23	0.23	0.10	0.41	0.16	0.10	0.45	0.45
Crit Vol:	140				358		158				708	
Crit Moves:	****				****		****				****	

0.902

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #34 Westwood Bl & Wellworth Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.746
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Westwood Bl						Wellworth Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	54	1140	84	69	1195	69	21	65	67	293	156	63
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	55	1151	85	70	1207	70	21	66	68	296	158	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	1151	85	70	1207	70	21	66	68	296	158	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	1151	85	70	1207	70	21	66	68	296	158	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1151	85	70	1207	70	21	66	68	296	158	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	55	1151	85	70	1207	70	21	66	68	296	158	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	0.14	0.42	0.44	0.58	0.30	0.12
Final Sat.:	1650	3300	1650	1650	3120	180	226	701	723	944	503	203
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.05	0.04	0.39	0.39	0.09	0.09	0.09	0.31	0.31	0.31
Crit Vol:	55				638		21				517	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #35 Westwood Bl & Rochester Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.587
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Westwood Bl						Rochester Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	20	1003	21	19	1242	26	28	165	28	35	246	9
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	20	1013	21	19	1254	26	28	167	28	35	248	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	1013	21	19	1254	26	28	167	28	35	248	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1013	21	19	1254	26	28	167	28	35	248	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1013	21	19	1254	26	28	167	28	35	248	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	20	1013	21	19	1254	26	28	167	28	35	248	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.13	0.74	0.13	0.12	0.85	0.03
Final Sat.:	1650	3300	1650	1650	3300	1650	209	1232	209	199	1400	51
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.01	0.01	0.38	0.02	0.14	0.14	0.14	0.18	0.18	0.18
Crit Vol:	20				627		28				293	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #36 Barrington Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

Street Name:	Barrington Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	1	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	92	522	125	77	638	56	61	1558	86	98	1171	85
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	93	527	126	78	644	57	62	1574	87	99	1183	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	527	126	78	644	57	62	1574	87	99	1183	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	527	126	78	644	57	62	1574	87	99	1183	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	527	126	78	644	57	62	1574	87	99	1183	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	93	527	126	78	644	57	62	1574	87	99	1183	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	0.92	0.08	1.00	2.84	0.16	1.00	2.80	0.20
Final Sat.:	1650	1650	1650	1650	1517	133	1650	4691	259	1650	4615	335
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.08	0.05	0.42	0.42	0.04	0.34	0.34	0.06	0.26	0.26
Crit Vol:	93				701			553		99		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #37 Sawtelle Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Street Name:	Sawtelle Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	85	118	146	105	246	122	42	726	63	107	647	55
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	119	147	106	248	123	42	733	64	108	653	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	119	147	106	248	123	42	733	64	108	653	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	119	147	106	248	123	42	733	64	108	653	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	119	147	106	248	123	42	733	64	108	653	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	119	147	106	248	123	42	733	64	108	653	56
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.24	0.34	0.42	1.00	0.67	0.33	1.00	0.92	0.08	1.00	0.92	0.08
Final Sat.:	402	558	690	1650	1103	547	1650	1518	132	1650	1521	129
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.06	0.23	0.23	0.03	0.48	0.48	0.07	0.43	0.43
Crit Vol:	86				372			797		108		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #38 Sepulveda Bl & Ohio Av

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	64	748	144	43	992	131	148	697	116	131	649	49
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	65	755	145	43	1002	132	149	704	117	132	655	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	755	145	43	1002	132	149	704	117	132	655	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	755	145	43	1002	132	149	704	117	132	655	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	755	145	43	1002	132	149	704	117	132	655	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	755	145	43	1002	132	149	704	117	132	655	49
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	0.86	0.14	1.00	0.93	0.07
Final Sat.:	1650	3300	1650	1650	2915	385	1650	1415	235	1650	1534	116
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.09	0.03	0.34	0.34	0.09	0.50	0.50	0.08	0.43	0.43
Crit Vol:	65				567			821		132		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #39 Veteran Av & Ohio Av

Cycle (sec):	100	Critical Vol./Cap. (X):	0.871
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	D

Street Name:	Veteran Av						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	148	172	106	68	209	88	38	740	85	85	614	117
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	149	174	107	69	211	89	38	747	86	86	620	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	174	107	69	211	89	38	747	86	86	620	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	174	107	69	211	89	38	747	86	86	620	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	174	107	69	211	89	38	747	86	86	620	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	149	174	107	69	211	89	38	747	86	86	620	118
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.35	0.40	0.25	0.19	0.57	0.24	1.00	0.90	0.10	1.00	0.84	0.16
Final Sat.:	573	666	411	307	945	398	1650	1480	170	1650	1386	264
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.22	0.22	0.22	0.02	0.51	0.51	0.05	0.45	0.45
Crit Vol:	149				369			833		86		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #40 Westwood Bl & Ohio Av

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

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Street Name:	Westwood Bl						Ohio Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	95	892	65	56	1180	174	155	573	77	80	535	31
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	96	901	66	57	1192	176	157	579	78	81	540	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	901	66	57	1192	176	157	579	78	81	540	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	901	66	57	1192	176	157	579	78	81	540	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	901	66	57	1192	176	157	579	78	81	540	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	96	901	66	57	1192	176	157	579	78	81	540	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.88	0.12	1.00	0.95	0.05
Final Sat.:	1650	3300	1650	1650	3300	1650	1650	1455	195	1650	1560	90
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.04	0.03	0.36	0.11	0.09	0.40	0.40	0.05	0.35	0.35
Crit Vol:	96				596			657		81		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #41 Sawtelle Bl & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.709
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Sawtelle Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	2 1	0
Volume Module:												
Base Vol:	77	250	201	63	352	24	14	1278	62	139	1347	88
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	78	253	203	64	356	24	14	1291	63	140	1360	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	253	203	64	356	24	14	1291	63	140	1360	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	253	203	64	356	24	14	1291	63	140	1360	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	253	203	64	356	24	14	1291	63	140	1360	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	78	253	203	64	356	24	14	1291	63	140	1360	89
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.55	0.45	1.00	0.94	0.06	1.00	2.86	0.14	1.00	2.82	0.18
Final Sat.:	1568	869	699	1568	1467	100	1568	4485	218	1568	4414	288
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.04	0.24	0.24	0.01	0.29	0.29	0.09	0.31	0.31
Crit Vol:		456		64				451		140		
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #42 I-405 SB Ramps & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	I-405 SB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	1 1	0	1 1	0 0	3	1 0	1 0	3	0 0
Volume Module:												
Base Vol:	0	0	0	342	184	144	0	1387	339	343	1299	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	345	186	145	0	1401	342	346	1312	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	345	186	145	0	1401	342	346	1312	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	186	145	0	1401	342	346	1312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	186	145	0	1401	342	346	1312	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	380	186	160	0	1401	342	346	1312	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	1.00	1.00	0.00	3.21	0.79	1.00	3.00	0.00
Final Sat.:	0	0	0	3135	1568	1568	0	5039	1231	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.10	0.00	0.28	0.28	0.22	0.28	0.00
Crit Vol:		0		190				436		346		
Crit Moves:				****				****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #43 I-405 NB Ramps & Santa Monica Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.813
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	I-405 NB Ramps						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1	1	1	0 0	0	0	1 0	3	0 0	0 0	3 1 0
Volume Module:												
Base Vol:	525	559	567	0	0	0	461	1245	0	0	1149	406
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	530	565	573	0	0	0	466	1257	0	0	1160	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	565	573	0	0	0	466	1257	0	0	1160	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	565	573	0	0	0	466	1257	0	0	1160	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	565	573	0	0	0	466	1257	0	0	1160	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	583	565	630	0	0	0	466	1257	0	0	1160	410
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.42	1.58	0.00	0.00	0.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	3135	2223	2480	0	0	0	1568	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.25	0.00	0.00	0.00	0.30	0.27	0.00	0.00	0.25	0.26
Crit Vol:		398			0			466				410
Crit Moves:		****						****				****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #44 Sepulveda Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: D

Street Name:	Sepulveda Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	142	885	66	127	1114	131	200	1391	237	88	1029	81
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	143	894	67	128	1125	132	202	1405	239	89	1039	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	894	67	128	1125	132	202	1405	239	89	1039	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	894	67	128	1125	132	202	1405	239	89	1039	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	894	67	128	1125	132	202	1405	239	89	1039	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	143	894	67	128	1125	132	202	1405	239	89	1039	82
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.04	0.08	0.37	0.09	0.13	0.31	0.16	0.06	0.23	0.05
Crit Vol:	143				563			468		89		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #45 Veteran Av & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Street Name:	Veteran Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	56	211	5	8	467	37	56	1048	0	63	1093	41
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	57	213	5	8	472	37	57	1058	0	64	1104	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	213	5	8	472	37	57	1058	0	64	1104	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	213	5	8	472	37	57	1058	0	64	1104	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	213	5	8	472	37	57	1058	0	64	1104	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	57	213	5	8	472	37	57	1058	0	64	1104	41
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.98	0.02	1.00	0.93	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	1477	35	1513	1401	111	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.01	0.34	0.34	0.04	0.23	0.00	0.04	0.24	0.03
Crit Vol:	57				509		57				368	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #46 Westwood Bl & Santa Monica Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: D

Street Name:	Westwood Bl						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	2 0	3	0 1	2 0	3	0 1
Volume Module:												
Base Vol:	51	994	86	103	1257	124	170	1419	58	174	1487	196
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	52	1004	87	104	1270	125	172	1433	59	176	1502	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1004	87	104	1270	125	172	1433	59	176	1502	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1004	87	104	1270	125	172	1433	59	176	1502	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1004	87	104	1270	125	172	1433	59	176	1502	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
Final Vol.:	52	1004	87	104	1270	125	189	1433	59	193	1502	198
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1513	2784	241	1513	3025	1513	3025	4537	1513	3025	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.07	0.42	0.08	0.06	0.32	0.04	0.06	0.33	0.13
Crit Vol:	52				635		94				501	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #47 Overland Av & Santa Monica Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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Street Name:	Overland Av						Santa Monica Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1! 0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	139	0	132	0	0	0	0	1113	88	204	1258	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	140	0	133	0	0	0	0	1124	89	206	1271	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	133	0	0	0	0	1124	89	206	1271	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	133	0	0	0	0	1124	89	206	1271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	133	0	0	0	0	1124	89	206	1271	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	154	0	133	0	0	0	0	1124	89	206	1271	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.07	0.01	0.92	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1682	0	1453	0	0	0	0	4703	1568	1568	4703	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.24	0.06	0.13	0.27	0.00
Crit Vol:	144				0			375		206		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #48 Beverly Glen Bl & Santa Monica North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name:	Beverly Glen Bl						Santa Monica North					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	2 0	2 0	1	2 0	2 1	0	2 0	3 0	2
Volume Module:												
Base Vol:	13	601	52	226	1065	63	48	885	110	139	1174	247
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	13	607	53	228	1076	64	48	894	111	140	1186	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	607	53	228	1076	64	48	894	111	140	1186	249
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	607	53	228	1076	64	48	894	111	140	1186	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	607	53	228	1076	64	48	894	111	140	1186	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.10
Final Vol.:	14	607	53	251	1076	64	53	894	111	154	1186	274
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.67	0.33	2.00	3.00	2.00
Final Sat.:	3025	3025	1513	3025	3025	1513	3025	4036	502	3025	4537	3025
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.03	0.08	0.36	0.04	0.02	0.22	0.22	0.05	0.26	0.09
Crit Vol:	7				538		27				395	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #49 Beverly Glen & Santa Monica South

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

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Street Name:	Beverly Glen Bl						Santa Monica South					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1 0	1 0	0	1 0	1 0	0	0	1! 0	0	0	1! 0 0
Volume Module:												
Base Vol:	36	701	60	13	1294	90	81	725	53	89	728	195
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	36	708	61	13	1307	91	82	732	54	90	735	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	708	61	13	1307	91	82	732	54	90	735	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	708	61	13	1307	91	82	732	54	90	735	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	708	61	13	1307	91	82	732	54	90	735	197
PCE Adj:	6.00	1.00	1.00	4.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	218	708	61	53	1307	91	82	732	54	90	735	197
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.12	1.76	0.12	0.02	1.86	0.12	0.09	0.85	0.06	0.09	0.72	0.19
Final Sat.:	193	2905	203	32	3062	207	156	1393	102	145	1187	318
Capacity Analysis Module:												
Vol/Sat:	0.19	0.24	0.30	0.42	0.43	0.44	0.53	0.53	0.53	0.62	0.62	0.62
Crit Vol:			493	13			82				1022	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #50 Bundy Dr & Olympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Bundy Dr						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	2 0	2 1	0
Volume Module:												
Base Vol:	156	1814	62	296	1129	96	202	1474	316	287	1194	262
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	158	1832	63	299	1140	97	204	1489	319	290	1206	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	1832	63	299	1140	97	204	1489	319	290	1206	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1832	63	299	1140	97	204	1489	319	290	1206	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1832	63	299	1140	97	204	1489	319	290	1206	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	158	1832	63	299	1140	97	204	1489	319	319	1206	265
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	2.46	0.54
Final Sat.:	1513	3025	1513	1513	3025	1513	1513	4537	1513	3025	3721	817
Capacity Analysis Module:												
Vol/Sat:	0.10	0.61	0.04	0.20	0.38	0.06	0.13	0.33	0.21	0.11	0.32	0.32
Crit Vol:		916		299			204				490	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #51 Barrington Av & Olympic Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Barrington Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	4	0 1
Volume Module:												
Base Vol:	183	706	116	260	1171	58	94	1489	399	175	2017	141
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	185	713	117	263	1183	59	95	1504	403	177	2037	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	713	117	263	1183	59	95	1504	403	177	2037	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	713	117	263	1183	59	95	1504	403	177	2037	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	713	117	263	1183	59	95	1504	403	177	2037	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	185	713	117	263	1183	59	95	1504	403	177	2037	142
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.72	0.28	1.00	2.00	1.00	1.00	2.37	0.63	1.00	4.00	1.00
Final Sat.:	1568	2693	442	1568	3135	1568	1568	3709	994	1568	6270	1568
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.26	0.17	0.38	0.04	0.06	0.41	0.41	0.11	0.32	0.09
Crit Vol:	185				591			636		177		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #52 Sawtelle Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.207
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Sawtelle Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	0 1	1	0 1	1 0	1	0 2	1 0	1	0 3	1 0
Volume Module:												
Base Vol:	140	433	380	122	542	39	42	1942	153	355	2307	171
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	141	437	384	123	547	39	42	1961	155	359	2330	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	437	384	123	547	39	42	1961	155	359	2330	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	437	384	123	547	39	42	1961	155	359	2330	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	437	384	123	547	39	42	1961	155	359	2330	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	437	384	123	547	39	42	1961	155	359	2330	173
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.87	0.13	1.00	2.78	0.22	1.00	3.72	0.28
Final Sat.:	1568	1568	1568	1568	2925	210	1568	4359	343	1568	5837	433
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.24	0.08	0.19	0.19	0.03	0.45	0.45	0.23	0.40	0.40
Crit Vol:		437		123				705		359	996	
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #53 Sepulveda Bl & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sepulveda Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	85	997	179	97	1058	94	105	1801	112	147	2543	149
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	86	1007	181	98	1069	95	106	1819	113	148	2568	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1007	181	98	1069	95	106	1819	113	148	2568	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1007	181	98	1069	95	106	1819	113	148	2568	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1007	181	98	1069	95	106	1819	113	148	2568	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	86	1007	181	98	1069	95	106	1819	113	148	2568	150
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	2.82	0.18	1.00	3.78	0.22
Final Sat.:	1568	3135	1568	1568	2879	256	1568	4427	275	1568	5923	347
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.12	0.06	0.37	0.37	0.07	0.41	0.41	0.09	0.43	0.43
Crit Vol:	86				582			644		148		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #54 Veteran Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.802
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Veteran Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	2	1 0	1 0	3	1 0
Volume Module:												
Base Vol:	41	106	24	143	386	124	37	1451	24	59	2833	58
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	41	107	24	144	390	125	37	1466	24	60	2861	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	107	24	144	390	125	37	1466	24	60	2861	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	107	24	144	390	125	37	1466	24	60	2861	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	107	24	144	390	125	37	1466	24	60	2861	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	41	107	24	144	390	125	37	1466	24	60	2861	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.82	0.18	1.00	0.76	0.24	1.00	2.95	0.05	1.00	3.92	0.08
Final Sat.:	1650	1345	305	1650	1249	401	1650	4869	81	1650	6468	132
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.09	0.31	0.31	0.02	0.30	0.30	0.04	0.44	0.44
Crit Vol:	41				515		37				730	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #55 Westwood Bl & OIympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Westwood Bl						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	1 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	90	811	120	147	1289	142	112	2263	113	102	3335	240
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	91	819	121	148	1302	143	113	2286	114	103	3368	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	819	121	148	1302	143	113	2286	114	103	3368	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	819	121	148	1302	143	113	2286	114	103	3368	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	819	121	148	1302	143	113	2286	114	103	3368	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	91	819	121	148	1302	143	113	2286	114	103	3368	242
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	1.80	0.20	1.00	2.86	0.14	1.00	3.73	0.27
Final Sat.:	1568	2731	404	1568	2824	311	1568	4479	224	1568	5849	421
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.30	0.09	0.46	0.46	0.07	0.51	0.51	0.07	0.58	0.58
Crit Vol:		470			723			113			903	
Crit Moves:	91				****			****			****	

1.167

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #56 Overland Av & Olympic Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.019
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Overland Av						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 1	0	1 0	3 1	0
Volume Module:												
Base Vol:	112	328	112	78	394	38	22	2104	80	309	2758	20
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	113	331	113	79	398	38	22	2125	81	312	2786	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	331	113	79	398	38	22	2125	81	312	2786	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	331	113	79	398	38	22	2125	81	312	2786	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	331	113	79	398	38	22	2125	81	312	2786	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	113	331	113	79	398	38	22	2125	81	312	2786	20
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.75	0.25	1.00	0.91	0.09	1.00	2.89	0.11	1.00	3.97	0.03
Final Sat.:	1568	1169	399	1568	1430	138	1568	4530	172	1568	6225	45
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.05	0.28	0.28	0.01	0.47	0.47	0.20	0.45	0.45
Crit Vol:	113				436			735		312		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #57 Century Park West & Olympic Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 1.241
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Century Park West						Olympic Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	0 0	2 0	0	0 2	2 0	3	0 0	0 0	3	0 1
Volume Module:												
Base Vol:	0	0	0	80	0	1116	238	2094	0	0	3543	60
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	81	0	1127	240	2115	0	0	3578	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	1127	240	2115	0	0	3578	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	1127	240	2115	0	0	3578	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	1127	240	2115	0	0	3578	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	89	0	1240	264	2115	0	0	3578	61
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	2.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3135	0	3135	3135	4703	0	0	4703	1568
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.40	0.08	0.45	0.00	0.00	0.76	0.04
Crit Vol:	0					620	132				1193	
Crit Moves:						****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #58 Centinela Av & I-10 WB Ramps

Cycle (sec):	100	Critical Vol./Cap. (X):	1.037
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Centinela Av						I-10 WB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 0	0	0 0	1 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	536	323	0	0	756	103	285	0	317	0	0	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	541	326	0	0	764	104	288	0	320	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	541	326	0	0	764	104	288	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	541	326	0	0	764	104	288	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	326	0	0	764	104	288	0	320	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	541	326	0	0	764	104	288	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1568	1568	0	0	1568	1568	1568	0	1568	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.21	0.00	0.00	0.49	0.07	0.18	0.00	0.20	0.00	0.00	0.00
Crit Vol:	541				764				320	0		
Crit Moves:	****				****				****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #59 Centinela Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Centinela Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	43	393	71	75	813	168	88	1401	447	101	777	387
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	43	397	72	76	821	170	89	1415	451	102	785	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	397	72	76	821	170	89	1415	451	102	785	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	397	72	76	821	170	89	1415	451	102	785	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	397	72	76	821	170	89	1415	451	102	785	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	43	397	72	76	821	170	89	1415	451	102	785	391
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.52	0.48	1.00	1.34	0.66
Final Sat.:	1650	1650	1650	1650	2735	565	1650	2502	798	1650	2203	1097
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.04	0.05	0.30	0.30	0.05	0.57	0.57	0.06	0.36	0.36
Crit Vol:	43				495			933		102		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #60 Bundy Dr & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.905
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	Level Of Service:	E

Street Name:	Bundy Dr						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2	1 0	1 0	2	0 1	1 0	2	0 1	1 0	2	0 1
Volume Module:												
Base Vol:	111	1373	318	93	1403	60	90	1193	99	69	908	53
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	112	1387	321	94	1417	61	91	1205	100	70	917	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1387	321	94	1417	61	91	1205	100	70	917	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	1387	321	94	1417	61	91	1205	100	70	917	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1387	321	94	1417	61	91	1205	100	70	917	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	112	1387	321	94	1417	61	91	1205	100	70	917	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.44	0.56	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1650	4019	931	1650	3300	1650	1650	3300	1650	1650	3300	1650
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.06	0.43	0.04	0.06	0.37	0.06	0.04	0.28	0.03
Crit Vol:	112				709			602		70		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #61 Barrington Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Barrington Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	80	585	88	221	1406	94	158	1312	144	72	931	52
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	81	591	89	223	1420	95	160	1325	145	73	940	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	591	89	223	1420	95	160	1325	145	73	940	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	591	89	223	1420	95	160	1325	145	73	940	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	591	89	223	1420	95	160	1325	145	73	940	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	81	591	89	223	1420	95	160	1325	145	73	940	53
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.74	0.26	1.00	1.87	0.13	1.00	1.80	0.20	1.00	1.89	0.11
Final Sat.:	1650	2868	432	1650	3093	207	1650	2974	326	1650	3125	175
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.14	0.46	0.46	0.10	0.45	0.45	0.04	0.30	0.30
Crit Vol:	81				758			735		73		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #62 Sawtelle Bl & Pico Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	0.947
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

1.043

Street Name:	Sawtelle Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	93	602	256	167	1309	159	80	1534	209	234	1476	128
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	94	608	259	169	1322	161	81	1549	211	236	1491	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	608	259	169	1322	161	81	1549	211	236	1491	129
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	608	259	169	1322	161	81	1549	211	236	1491	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	608	259	169	1322	161	81	1549	211	236	1491	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	94	608	259	169	1322	161	81	1549	211	236	1491	129
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.40	0.60	1.00	2.00	1.00	1.00	2.64	0.36	1.00	2.76	0.24
Final Sat.:	1568	2200	935	1568	3135	1568	1568	4139	564	1568	4327	375
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.11	0.42	0.10	0.05	0.37	0.37	0.15	0.34	0.34
Crit Vol:		433			661			587		236		
Crit Moves:					****			****		****		

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #63 Sepulveda Bl & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.782 0.811
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Street Name:	Sepulveda Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	3 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	185	934	143	113	1023	107	106	1002	183	183	1315	99
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	187	943	144	114	1033	108	107	1012	185	185	1328	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	943	144	114	1033	108	107	1012	185	185	1328	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	943	144	114	1033	108	107	1012	185	185	1328	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	943	144	114	1033	108	107	1012	185	185	1328	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	187	943	144	114	1033	108	107	1012	185	185	1328	100
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.73	0.27	1.00	2.00	1.00	1.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	1568	2719	416	1568	3135	1568	1568	4703	1568	1568	4373	329
Capacity Analysis Module:												
Vol/Sat:	0.12	0.35	0.35	0.07	0.33	0.07	0.07	0.22	0.12	0.12	0.30	0.30
Crit Vol:	187				517			337		185		
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #64 Westwood Bl & Pico Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

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Street Name:	Westwood Bl						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	140	535	112	183	957	127	94	1046	194	71	1203	110
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	141	540	113	185	967	128	95	1056	196	72	1215	111
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	540	113	185	967	128	95	1056	196	72	1215	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	540	113	185	967	128	95	1056	196	72	1215	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	540	113	185	967	128	95	1056	196	72	1215	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	141	540	113	185	967	128	95	1056	196	72	1215	111
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1513	3025	1513	1513	2671	354	1513	4537	1513	1513	4537	1513
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.07	0.12	0.36	0.36	0.06	0.23	0.13	0.05	0.27	0.07
Crit Vol:	141				547		95				405	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #65 Overland Av & Pico Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.912 0.980
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Overland Av						Pico Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 0	2	1 0	1 1	0	1 0	2 1	0	2 0	2 1	0
Volume Module:												
Base Vol:	180	573	298	52	885	43	49	919	256	819	1589	46
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	182	579	301	53	894	43	49	928	259	827	1605	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	579	301	53	894	43	49	928	259	827	1605	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	579	301	53	894	43	49	928	259	827	1605	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	579	301	53	894	43	49	928	259	827	1605	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.00
Final Vol.:	200	579	331	53	894	43	49	928	259	910	1605	46
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	2.00	1.00	2.00	1.00	1.91	0.09	1.00	2.35	0.65	2.00	2.92	0.08
Final Sat.:	3135	1568	3135	1568	2990	145	1568	3678	1025	3135	4570	132
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.11	0.03	0.30	0.30	0.03	0.25	0.25	0.29	0.35	0.35
Crit Vol:		579			469			396		455		
Crit Moves:		****						****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #66 Bundy Dr & Ocean Park Bl/Gateway Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.003
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Bundy Dr						Ocean Park Bl/Gateway Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1	1 0	1 1	0
Volume Module:												
Base Vol:	213	1062	96	27	1162	156	136	566	654	109	523	27
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	215	1073	97	27	1174	158	137	572	661	110	528	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	215	1073	97	27	1174	158	137	572	661	110	528	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	215	1073	97	27	1174	158	137	572	661	110	528	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	1073	97	27	1174	158	137	572	661	110	528	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	215	1073	97	27	1174	158	137	572	661	110	528	27
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	1568	2875	260	1568	3135	1568	1568	3135	1568	1568	2981	154
Capacity Analysis Module:												
Vol/Sat:	0.14	0.37	0.37	0.02	0.37	0.10	0.09	0.18	0.42	0.07	0.18	0.18
Crit Vol:	215				587				661	110		
Crit Moves:	****				****				****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #67 Sawtelle Bl & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.994
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Sawtelle Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	64	439	82	453	1232	63	116	915	96	88	1233	198
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	65	443	83	458	1244	64	117	924	97	89	1245	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	443	83	458	1244	64	117	924	97	89	1245	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	443	83	458	1244	64	117	924	97	89	1245	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	443	83	458	1244	64	117	924	97	89	1245	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	65	443	83	458	1244	64	117	924	97	89	1245	200
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.69	0.31	1.00	1.90	0.10	1.00	1.81	0.19	1.00	1.72	0.28
Final Sat.:	1568	2642	493	1568	2982	153	1568	2837	298	1568	2701	434
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.29	0.42	0.42	0.07	0.33	0.33	0.06	0.46	0.46
Crit Vol:	65				654		117				723	
Crit Moves:	****				****		****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #68 I-405 SB On Ramp & National Bl

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	I-405 SB On-ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	0 0	0 0	0	0 0	1 1	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1038	396	224	1193	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	0	0	0	0	0	0	0	1048	400	226	1205	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	1048	400	226	1205	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1048	400	226	1205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1048	400	226	1205	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	0	0	0	0	1048	400	226	1205	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.45	0.55	1.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	2389	911	1650	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.44	0.14	0.37	0.00
Crit Vol:	0				0			724		226		
Crit Moves:								****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #69 I-405 NB Off Ramp & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

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Street Name:	I-405 NB Off Ramp						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0	0 1	0 0	0	0 0	0 0	2	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	290	0	386	0	0	0	0	917	0	0	1586	0
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	293	0	390	0	0	0	0	926	0	0	1602	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	0	390	0	0	0	0	926	0	0	1602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	0	390	0	0	0	0	926	0	0	1602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	0	390	0	0	0	0	926	0	0	1602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	293	0	390	0	0	0	0	926	0	0	1602	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1650	0	1650	0	0	0	0	3300	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.24	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.49	0.00
Crit Vol:			390	0			0				801	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

1.065

Intersection #70 Sepulveda Bl & National Bl

Cycle (sec):	100	Critical Vol./Cap. (X):	1.028
Loss Time (sec):	0 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Sepulveda Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	129	765	185	147	1224	198	128	960	172	120	1158	97
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	130	773	187	148	1236	200	129	970	174	121	1170	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	773	187	148	1236	200	129	970	174	121	1170	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	773	187	148	1236	200	129	970	174	121	1170	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	773	187	148	1236	200	129	970	174	121	1170	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	130	773	187	148	1236	200	129	970	174	121	1170	98
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.70	0.30	1.00	1.85	0.15
Final Sat.:	1568	3135	1568	1568	2698	437	1568	2659	476	1568	2893	242
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.12	0.09	0.46	0.46	0.08	0.36	0.36	0.08	0.40	0.40
Crit Vol:	130				718		129				634	
Crit Moves:	****				****		****				****	

1375

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #71 Westwood Bl & National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

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Street Name:	Westwood Bl						National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1	1 0	1 0	1	0 1	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	88	260	27	166	729	408	291	592	398	65	517	136
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	89	263	27	168	736	412	294	598	402	66	522	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	263	27	168	736	412	294	598	402	66	522	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	263	27	168	736	412	294	598	402	66	522	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	263	27	168	736	412	294	598	402	66	522	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	263	27	168	736	412	294	598	402	66	522	137
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.81	0.19	1.00	1.00	1.00	1.00	1.20	0.80	1.00	1.58	0.42
Final Sat.:	1650	2990	310	1650	1650	1650	1650	1973	1327	1650	2613	687
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.10	0.45	0.25	0.18	0.30	0.30	0.04	0.20	0.20
Crit Vol:	89				736		294				330	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #72 Overland Av & I-10 WB Ramps/National Bl

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Cycle (sec): 100 Critical Vol./Cap. (X): 1.018 (1.098)
Loss Time (sec): 0 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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Street Name:	Overland Av						I-10 WB Ramps/National Bl					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0 1	1	2	0 1	1 0	1	1 0	0 1	0	1 1	0 1
Volume Module:												
Base Vol:	63	778	489	374	1395	208	305	79	349	157	430	430
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	64	786	494	378	1409	210	308	80	352	159	434	434
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	786	494	378	1409	210	308	80	352	159	434	434
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	786	494	378	1409	210	308	80	352	159	434	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	786	494	378	1409	210	308	80	352	159	434	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.10	1.10	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00
Final Vol.:	64	786	543	416	1409	210	339	80	352	159	434	434
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425 (1375)
Adjustment:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Lanes:	1.00	1.77	1.23	2.00	1.74	0.26	1.62	0.38	1.00	0.53	1.47	1.00
Final Sat.:	1568	2780	1922	3135	2728	407	2537	598	1568	838	2297	1568
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.13	0.52	0.52	0.13	0.13	0.22	0.19	0.19	0.28
Crit Vol:		448			810				352			434
Crit Moves:					****				****			****

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